The New-York Times.

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THE NEW-YORK TIMES,
New-York City.

THE GREAT STORM.

Eighteen Hours of Wind and Snow.

The Most Severe Gale in Twenty Years.

General Suspension of Railway, Steam-boat and Local Travel.

Blockade of Mail Trains on all the Roads.

Glimpses at the Condition of the Homeless Poor.

One of the most severe snow-storms on record in this latitude occurred yesterday. Beginning at 1 o'clock in the morning, and continuing until 8 last evening, the snow fell unceasingly and persistently, blockading the streets of the City, stopping all traffic, lessening the railroad and omnibus travel, and preventing the ferries making anything like regular trips. In fact, it was a complete blockade. In the early morning, when working people began to prepare for the labors of the day, they found the snow already deep on the sidewalks, and on starting out after breakfast signs of the storm began to accumulate, for the cars were running on irregular time, and extra horses were required to draw them. Even then travel was difficult, despite the rapid and continuous passage of the huge snow-plows. Very few working women ventured forth, knowing by sad experience that there would be great trouble in store for them in the evening, consequently many of the manufactories were short-handed all day.

This was, however, only the commencement of the annoyances of the storm, for, as the day progressed, the snow became frightfully deep, and travel was, for a time, almost abandoned. The scenes in Broadway were quite amusing, for the snow made pedestrianism a difficult proceeding, and tumbles were frequent. But little sympathy was manifested, however; on the contrary, loud laughter invariably greeted the luckless individual who thus involuntarily measured his length in the snow. The street was remarkably clear of vehicles, for truck drivers sensibly kept their horses safely housed, and the few omnibuses that did manage to go over their routes were so crowded with passengers that even their double teams could scarcely go faster than a walk. The railroad cars struggled all day, and floundered in the snow until all of the horses were worn out, so that in the evening thousands of people were either compelled to walk home, or remain over at the down-town hotels.

The most remarkable feature of the storm was found in the darkness it caused, for so dense was the fall of snow-flakes that the atmosphere was absolutely darkened nearly all day, and people who went abroad could scarcely discern objects a few feet distant. On the rivers and in the harbor only steam-boats were to be seen, piloted were compelled to move their boats at slow speed to avoid collisions. By means of continuous whistles the ferry-boats managed to cross to and fro with safety, though the task was a difficult one.

Hour after hour the storm continued, and the snow grew deeper and deeper, until it was nearly two feet on the level, while in the narrow side streets of the City the depth was almost doubled. Here and there an energetic householder finding himself weather-bound for the day, sallied forth, shovel in hand, for the purpose of clearing his sidewalk, but in nearly every instance the task was abandoned as a hopeless one, for the wind so scattered the light snow-flakes that no decided impression could be made on the heavy heaps. The appearance of the houses was peculiar, for the snow rose in high banks at regular intervals, wholly obliterating the stoops, while basement areas were hidden beneath dense masses of snow. Every window and roof-cornice bore its burden of feathery flakes, and back yards became broad and unbroken expanses of glistening snow, sorely trying the nerves of domestics. The trees were sharply outlined by the fleecy particles adhering to their trunks and branches, and in the parks the landscape became quite Arctic in its aspect. Thousands of sparrows were killed by the storm, for they were unable to find a resting-place for their feet, and the food usually thrown them by kind-hearted people on other mornings was, of course, not to be found. In fact, the storm of yesterday was a memorable one, and, as it extended over a large extent of territory, will long be noted as one of the heaviest that has occurred for many years. Railroad trains were delayed every where, and all of the mails failed to arrive in town owing to the snow, and it will probably be some days before the full extent of the storm can be ascertained. We give herewith details of the storm in this City, and from such points as it was possible to hear from. On the ocean it was, no doubt, very disastrous, and we already hear of some shipwrecks, the list of which will probably be largely increased to-day.

The Street Travel—Stoppage of the Street Cars—Inspector Thorne's Brigade Vanquished.

The street cars, after hours of fighting, succumbed before the snow, and thousands of persons had to walk home from the lower districts of the City. The constantly-drifting snow completely covered the tracks, and the steam-plows and snow-drivers utterly failed to clear the way. No sooner would a line be comparatively cleared than it would be clogged up again, and finally, the snow hardening on the tracks, aided removal, and the Railway Companies ceased running cars. The Fourth-street cars had the hardest time of all the roads. Its peculiar construction, and the almost impassible grades on the route, operated heavily against it, and although double teams were attached to the cars, it was a continuous struggle to progress all the way. Often the cars would reach the hill at Ninth-street and there stick fast, not to be moved for an hour. Shortly before 7 o'clock, the road became completely blocked up, and the cars ceased running. The Bleecker-street and Christopher-street line ran irregularly through the day, and was compelled to close shortly after 6 o'clock. The Fourth-avenue line had steam-plows at work on the line all day, but shortly after 6 o'clock the track became completely covered with caked snow, and it was found impossible to run the cars. The Broadway and University-place line stopped running at 8 o'clock, after repeated efforts to keep the line open. The cross-town lines all ceased running early in the evening. The Second-avenue line also stopped travel, and the Second-avenue cars of their cars at an early hour. At 10 o'c o'clock last night, the Eighth and Ninth avenue lines ceased running, after fighting the snow-drifts from noon. The Third-avenue line was the only one in operation after midnight. By doubling their teams, having snow-ploughs constantly clearing the track, and running the Grand Central cars and the regular red cars on what is termed "odd and even" time, they continued to run cars at about 2 hours intervals. The consequence of the stoppage of the street-cars was that thousands of persons had to walk home through the snow, and after 8 o'clock hundreds of work girls could be seen floundering along through heavy snow-drifts, wet through, and the reverse of jolly. In the commercial houses but little business was done, merchants being unable to deliver goods.

The Ferry-Boat Ferries.

At the Wall-street and Fulton Ferries, the usual number of boats were run, but the number of passengers was not more than half on the former, and probably not a third on the latter, for of those that actually plied over. The teams were, in nearly every instance, doubled, and, as not more than half loads were carried, no difficulty was experienced in getting the wagons and other vehicles on and off the boats. The crowded condition of the approaches to Fulton Ferry, which is so noticeable and unpleasant on other days, was absent yesterday, and the open space on South-street was filled with the heavy drafts through which the bays of the Bleecker-street line endeavored to plow their way, at long intervals and with poor success. The Bridge-street and Roosevelt-street Ferries were but moderately patronized, and ran their boats at longer intervals, while the Hunter's Point Ferry, from James-slip, stopped running. The Thirty-fourth-street, the Williamsburg ferries at East Houston and Grand streets, were run with tolerable regularity, though, with the others, their trains was much lessened by the interruption of the cross-town travel. Those who tried to reach the Thirty-fourth-street Ferry by the Fourth-avenue line met with ill-luck.

The West-Side Ferries.

The ferry-boats on the North River made their trips despite the storm, but at longer intervals than usual. The snow, although falling so thickly as to make objects a little way ahead invisible, did not seriously interfere with the trips. For the safety of the passengers, two ferry-boats belonging to the same line were not allowed to cross each other in the stream. One boat remained in the slip until the other had made the passage, and was ready to enter. In the early morning the pilots of the South and Hamilton ferry-boats experienced much difficulty in making their trips, owing to the masses of ice drifting down the East River. Later in the day the stronger easterly wind swept the ice out toward the bay and enabled the boats to make the passage with ease. The Staten Island ferry-boats were considerably delayed by the snow and drifting ice, but managed to make the trip from New-York down in tolerable speed—about an hour. The 2 and 3 o'clock trips were omitted altogether. The Hamilton Ferry Company withdrew one boat and decreased the number of trips; the time of passage was increased from ten to twenty minutes. The receipts were reduced considerably, those only using the ferries who were compelled to do so by necessity. At the Railway Depot, about the approaches to the ferries at the end of the Island, the snow had drifted to a height that made pedestrianism all but impossible. No efforts were made by the ferry companies to keep clear the approaches to the ferries. West-street was entirely clear of trucks, and all work on the docks, other than clearing away the snow, was suspended. The street-cars ran at very long intervals, and when they did appear on the snow-covered tracks proceeded at a rate that made travel by foot—bad as was the state of the streets—infinitely preferable. At the Jersey City Ferry, the time consumed in the passage over the river being increased by about one-half. The Ferry Master reports the traffic as falling off about 100 per cent. At the Barclay-street, Desbrosses-street, Pavonia, Hoboken, and Twenty-third-street Ferries, the same state of things prevailed. No accidents are reported.

The Tug-Boats—Steamers off Sandy Hook—No Sailing Vessels in the East River.

The storm stopped business along the docks, and by noon more than nine-tenths of all the tug-boats in the harbor were made fast to the piers. It is supposed that there must be at least a dozen steamers outside of Sandy Hook waiting a change of weather to get in. The Mallory line have two steamers outside, the City of Antonio and the City of Austin. Not a sail-vessel passed up or down the East River yesterday. Along South-street abreast of Pier No. 10, where there are some cotton and barrels of beef, the snow drifted so much that they were taken from work. On the large steamers here the wheel-gangs of men were kept busy shoveling the snow off as rapidly as possible in order to keep the state-room, saloon, or other doors open. It was impossible to see the pier-heads from Spuyten Duyvil, owing to the density of the falling snow. A large fleet of storm-bound vessels lay in the anchorage off Sandy Hook in number.

The Coast Steam-ships.

The boats of the various lines to Boston that were due early yesterday morning, had not arrived in this port up to a late hour last evening. The City of Norwich, of the New-London line, intended to leave last night, if the storm abated. The City of Boston, of the same line, due at 6 A. M. yesterday, had not arrived at 7 last evening. The Gaines, of the Providence line, due at 7 A. M. yesterday, which was to have sailed from here at 4 P. M., is over due. The Old Colony, of the Boston and Long Branch line, due at 10 A. M., did not arrive up to 8% P. M. There was no boat to Long Branch yesterday.

The Hotels Crowded.

As a matter of course the down-town hotels were crowded by guests residing in Brooklyn, Jersey City, and Harlem, who were unable to reach their homes. The Astor House had 200 extra guests registered before 12 o'clock, the Park Hotel had 110 guests beyond their usual number, Prentiss's Hotel was happy in the possession of over 100 transient patrons, and Mr. Kemp's Hotel, in Jersey City, was also crowded. Cots were furnished in these hotels, and the storm-stricken guests made comfortable. At the Metropolitan Hotel cots were put up for the accommodation of visitors, and over 100 extra guests were cared for. The St. Nicholas, Grand Central, and Fifth-avenue Hotels were not unusually crowded.

The Gold and Stock Exchanges.

Both the Gold and the Stock Exchange voted to sojourn at 3 o'clock instead of 4 o'clock yesterday, on account of the prevailing snow-storm, which rendered business dull and the attendance of members light.

The Police Station Lodgers Last Night.

After the severe storm, it would be reasonable to suppose that the Station-houses in the City would be unusually crowded with applicants for shelter. Such, however, was not the case. Except in the single instance of the Oak-street Station, the number of lodgers at some six or seven stations, at which inquiries were made, was rather below the average. At the Fourteenth Precinct (Mulberry-street) there were 85 lodgers; at the Eighth Precinct, (Prince and Wooster,) 12; of these two or three women had been taken in about 5 in the afternoon; at the Twenty-ninth Precinct, (West Thirteenth-street,) there were 89; at the Fifth Precinct, (Leonard-street,) 36, with ten more expected after 12 o'clock; at the Sixth Precinct, (Franklin-street,) 16; at Oak-street about 80. In every case but the one last mentioned, these numbers were less than had been accommodated the preceding evening (Chanukah;) and the reason for the unusual number at the Fourth Precinct probably may be found in the fact that it is about the quarter of the City the "lodging population" usually loiters during the day. The severity of the storm prevented them from wandering off to other precincts, while they were certain of finding some place in the ample accommodations made for their sleep at the station. At all the Stations called at, orders had been issued to the effect that the cells be used as little as possible, whenever it could be done. At the Leonard-street Station, last night, a few of them were set to work with broom and shovel to clear the snow from the sidewalk. It happened that among the gang there was one "old hand," who readily made the task represented itself to be a struggle in the City, so much did he work. He took hold with a will, and did more than all the others put together. The "regulars" stood about shivering and grumbling; so degraded had their miserable life made them that they were incapable of anything like healthy exercise, finally the whole detachment, at the Oak-street Station, a force of seven, with whitewashed walls, and laterally divided down the centre by a wooden partition, were about sixty lodgers, and the odor was anything but agreeable. Some half dozen were attending round the stove-light at the farther corner of the room; one or two of them, fortunate enough to possess a little tobacco, were smoking, and seemed to be quite cheerful and contented. The aforesaid one or two were the only ones in overcoats after midnight. By doubling their teams, having snow-ploughs constantly clearing the track, and running the Grand Central cars and the regular red cars on what is termed "odd and even" time, they continued to run cars at about 2 hours' intervals. The consequence of the stoppage of the street-cars was that thousands of persons had to walk home through the snow, and after 8 o'clock hundreds of work girls could be seen floundering along through heavy snow-drifts, wet through, and the reverse of jolly. In the commercial houses but little business was done, merchants being unable to deliver goods.

The Mails Delayed.

The worst result of the storm was the stoppage of the mail-trains to and from the City. Inquiry of Mr. Knapp, the Superintendent of Mails at the Post-office, showed that the delay in the mails was general, and of a serious character. The Boston mail, due here at 5 o'clock yesterday morning, arrived two hours late, with a report of bad weather along the road. The New-Haven way-train came in on time. These were the only mail-trains which arrived in the City yesterday. The mail-train via Harlem Railroad, due at 11 o'clock on Wednesday night, at 2 o'clock yesterday, was snow-bound at New-Brunswick.

Superintendent Knapp telegraphed to have the mail forwarded, if possible, by any means. The reply was that eight hours' delay had not arrived here at 11 o'clock last night. The train on the Erie line, due in this City at 7 A. M. and 4 P. M. yesterday, had not arrived at 12 o'clock last night. And the outward-bound train on the Erie line, which left here at 3 o'clock yesterday morning, was telegraphed as snowed up at Oxford, just beyond Port Jervis, at 4 o'clock P. M. yesterday. The Hudson River Railroad mail, telegraphed Mail Superintendent Knapp that the mail-train usually leaving the City at 11 o'clock P. M. would not be sent out at all, as the trains were snowed up at Peekskill. The mail-train which left Jersey City at 8 A. M., left here at 9 A. M., with two engines. No. 16, which left Rondout at 8 A. M., arrived here at 5:30 P. M. Duncan's train, which left Newburgh at 7 A. M., and is usually in at 10 A. M., arrived here at 5:30 P. M. The mail-train which left Albany at 8 A. M., left here at 5 P. M., with two engines. No. 26, which left New-York at 9½ A. M., left here at 6 P

THE DEATH-TRAP.

Condition of the Ruins of the Centre-Street Fire.

A Search for the Bodies of the Burned Working Girls.

The Fire-Marshal's Investigation—Important Testimony by Employes of the Building—Two Persons Plan Within a Month.

Yesterday morning the Police of the Sixth Precinct attempted a search among the débris of the Centre-street fire in hope of solving the fate of the missing women, but after working for nearly an hour they were compelled by the storm to desist, and the ruins, being now covered with several feet of snow, cannot be cleared for several days to come. Meanwhile it is certain that the missing persons, or at least five of them, lost their lives in the fire, but it is feared that the remains have been so completely consumed as to destroy all semblance to humanity. The Sixth Precinct Station-House is constantly visited by anxious relatives, who yesterday appeared to give up all hope of ever seeing their lost sisters or daughters again. It was rumored during the day that one of the Donohoe sisters had been found, but this was afterward ascertained to be unfounded. Two of the employes of Archer, Anderson & Co. stated on Wednesday that the two the Donohoe sisters on the sidewalk with the others, but it is supposed that the former was mistaken.

The negative condition of the fire-scene still excites much comment. It had not been repaired for several days, and terminated fifteen feet from the ground

The ruins were viewed by a number of spectators yesterday, but there was little to be seen but a great heap of fallen masonry and the cinders of burned furniture, which by noon were covered with a fresh snow. A search through from the hose fell on the heap of smoldering bricks and half-consumed wood-work which had come down with the fall of the front wall.

The Fire Commissioners yesterday telegraphed the owners of the building, Mr. Osterhout, of Goshen, to make arrangements to clear away the débris.

CONTINUATION OF THE FIRE-MARSHAL'S INVESTIGATION.

The investigation into the origin of the fire was continued before Fire-Marshal McSpedon, yesterday, and the following testimony taken:

INFLAMMABLE MATERIALS IN THE BUILDING.

James Brown, being sworn, said: I live at No. 19 Cedar-street, Brooklyn; am employed by Messrs. Barker & Co. 361 B. 23 and 25 Centre-street; clerk; was in the shop at the time of the fire; had finished, and was waiting for the boys to come down stairs; was in the front part of the shop; heard a cry of fire; went to the door; saw a column of smoke; the gas was lighted at the back of the store; the two boys were behind the counter; one of them said the first I saw of the fire was the flames coming up the stairs; I ran out quickly; there were about thirty employed on the whole floor, and I think about 150 persons in the building; I do not know the number of the fire; I was not counting; I was in a hurry; I was not counting; I was in a hurry; I was not counting; I was in a hurry

NEW PUBLICATIONS.

THE LAW, CRIME, & A TWENTY YEARS MYSTERY. By GEORGE BURNHAM. New-York: THE AMERICAN NEWS COMPANY. 1872.

Miss Turnbull presents her readers with the remarkable history of several young men of the name of Lawrence. These extraordinary persons not only possess the courage of the all that name or how can do, but they actually do it. Beginning life by attending a circus, they—or one or more of them—go into all sorts of professions and every variety of business. They take part in the Mexican war. They go to Paris. Also to Greece. Also to Brookfield, Mass. They interest themselves in chemistry, cooking-stoves, and bedsteads. They engage in the civil war, and share in the Sanitary Commission. They break more legs and achieve more hard knocks that three times the number of ordinary young men would fairly belonged to their share, and they fall in love with unattested young women, with whom they come either to complicated grief or enter into perfect happiness and matrimony.

In other words, the story is one of enormous irrelevancy of incident and magnificent independence of plot. The *dramatis personæ* are usually devoid of individuality and character, and are as uninteresting as they are unreal. From which it may be surmised that the novel is extremely lacking in point of art and, lacking in the qualities which constitute a readable story. Nevertheless, there is an occasional fidelity of description and freshness of expression that lead one to hope that the author will at some future day write a much better book. She has, however, first to learn what are the elements of an artistic novel, and how to present them in proper form.

THE FORCES OF NATURE. A Popular Treatise on the Results of Physical Phenomena. By AMEDEE GUILLEMIN. Illustrated from the French by Mrs. NORMAN LOCKYER; and edited, with Additions, by J. NORMAN LOCKYER, F. R. A. S. Illustrated. New-York: Scribner, Welford & Armstrong. 1872.

Gravity, sound, light, heat, magnetism, and electricity are the forces of nature which M. Guillemin describes and illustrates by countless experiments. His book is one of "a class" of popular scientific works in the preparation of which French authors have recently signally outpaced their English rivals. The present volume is as full in its details, and as precise in its statements, as though it were intended as a text-book for students, while it is, moreover, brilliant and fascinating in style. The profusions with which it is illustrated, and the marked excellence in drawing, engraving, and printing which characterize its woodcuts, will make it attractive even to those who care little for physical science; while those who desire to obtain an accurate idea of the latest discoveries in the branches of science of which the volume treats could have no safer or more delightful guide. The work of translation has been admirably performed, and the notes of the editor add to the value of the work. The publishers have lavished upon it the mechanical resources of their establishment, and have issued it with the care and liberality which are generally reserved for the finest specimens of holiday gift-books.

THE PHILOSOPHY OF SPIRITUAL INTERCOURSE. Being an explanation of modern Mysteries. By [illegible]. New-York: [illegible] enlarged. Boston: WILLIAM WHITE & CO. 1872.

Whenever an uneducated and densely ignorant person undertakes to write a particularly stupid and trivial book, he delights to entitle it the "philosophy" of something. When Mr. Andrew Jackson Davis, who has obtained considerable notoriety as an ungrammatical prophet, and an unnecessarily tedious writer of twaddle, gives his views upon the best way of entering into intercourse with spirits, and describes the manners and customs of the dead, he naturally calls his book the *Philosophy of Spiritual Intercourse*. The amount of philosophy contained in Mr. Davis' experiments upon the English grammar is about on a par with the amount of trustworthy information which he conveys. No one will do him the injustice to believe that he can take up any one of his own writings without laughing at the impudence of their claim to arrest the attention of people outside of the lunatic asylum. It would be a waste of time to comment upon the twaddle which Mr. Davis is "impressed" to deliver. There are those who decline to accept a dirty saint as worthy of reverence. Still less will intelligent people give head to an ungrammatical prophet. If cleanliness is next to godliness, so is grammar indissolubly associated with prophecy. We insist, that our saints should be clean, and our prophets capable of expressing themselves in decent English. When Mr. Davis learns to prophesy without casting reproach upon the spirit of Lindley Murray, it will be time enough to consider the worth of what he says.

THE RELIGION OF HUMANITY. By C. D. FROTHINGHAM. New-York: David G. Francis. 1872.

Mr. Frothingham is a preacher who has quite a large popular following, and it is therefore worth while to know what is the sort of teaching which he sets before his disciples. Judging from the volume which he has just issued, that teaching, whatever else it may be, has no connection with the teachings of the Christian religion. Mr. Frothingham sets forth a religion of his own, which he terms the religion of humanity, and which he contrasts with Christianity greatly to the disadvantage of the latter. He objects to the reverence in which Christians hold the Bible, and claims that "novels like *Adam Bede* and *Romola* range themselves in the line of sacred Scriptures," and that "there are works of fiction by such men as Richter, Goethe, Victor Hugo, Dickens, Thackeray, Marian Evans, to name none but the best, that are more effective than the Psalms of David, or the idyl of Ruth, or parables from the great Teacher's lips, in engaging interest in the sorrows and joys, the fortunes and misfortunes, the heights and depths of human life and character." Of the "Christ of Christendom" Mr. Frothingham has a very poor opinion. The "Christ of Humanity," a well disposed person, inferior, perhaps, to Victor Hugo and Marian Evans, is far more worthy of Mr. Frothingham's respect, and has, moreover, nothing to do with the monkish legend of the "Atonement," which Mr. Frothingham wittily terms "phlebotomy."

We thus learn that among Mr. Frothingham's disciples, if a nervous sinner thinks he is in need of salvation, he is instructed to read *Les Miserables*, or *Electric Affinities*, and thereby save his soul. The religion which has no Christ, and which substitutes entertaining novels for the antiquated Scriptures, must be an easy one to practice. To those, therefore, who want a cheap and pleasant religion, warranted not to inconvenience the wearer in any way, Mr. Frothingham's *Religion of Humanity* is earnestly recommended. It would probably meet the views of Mr. Froude, with great exactness, and would have been precisely the thing for the late James Fisk, up to the time when he laid in the blood-stained bed where he breathed his last. Mr. Frothingham, regarded as a mere writer, is perhaps a trifle gushing and sophomorical in style, but it is marvellous to criticise the language of one who reveals to us truths of such transcendent importance.

MY RECOLLECTIONS. Poems by HENRY S. FORD. New-York: Published by HURD & HOUGHTON. The Riverside Press, Cambridge. 1872.

It is a little doubtful how far Mrs. Ford has added to the value of these verses as "recollections" by publishing them. She has certainly suffered thereby as much anguish of last proof-reading can inflict, and that without the mitigation of a private notice of her writhings tasteful to other readers. A book which reduces its authoress to the alternative positions of having written a good many unintelligible lines, or of being atrociously misprinted cannot be a refreshing experience.

Many most attractive qualities are shown in these verses. Thoughts of unusual force are expressed with grace and dignity, the play of fancy is agreeable, and the purity, and, in most cases, the depth of feeling will be perceived and enjoyed by all. The authoress' interest in nature is keen and varied, and her observation of character is discriminating, and, in several instances, subtle. Her knowledge of, and skill in, versification is considering the apparent circumstances of her life, remarkable. Her favorite metres—while none of them can be called completely musical, are easy in movement and refined in style.

Yet we cannot regard the volume in its present form as judiciously published. It would stand reduction in quantity as well as the sibylline books and to fully the same extent. It seems to us that the rule for printing verses is the one given by a divine of the last century for marrying happily. Don't do it at all if you can help it. Certainly there is sufficient evidence of refinement of feeling and vigor of judgment in this book to justify the belief that a careful revision of it by its authoress would expunge a greater part of it.

Literary Notes.

Spectrum Analysis Explained, is the title of a useful little compilation recently published by Estes & Lauriat, of Boston. It gives a full account of the spectrum and its discoveries, and is profusely illustrated.....*The Arnett Love* is another of Mrs. E. D. E. N. Southworth's novels, and in the anecdotes flaunting of it in the face of the unoffending public she is aided and abetted by Munro, Peterson & Brothers.....*A Lonely Life*, by J. A. St. John Blythe, is a novel published by the Petersons, and it is safe to say that it could be read only by a shipwrecked person, condemned to a life of utter loneliness and monotony.....*Little Storehouse of Stories*, edited by Charlotte M. Yonge. (New-York: Macmillan & Co.) contains four very readable and pleasant juvenile stories.....*Kobin Tremayne*, is an historical tale, the scene of which is laid in England in the days of the Marian persecution. It is written in good and graceful English, by Emily Sarah Holt, and published by Robert Carter & Brothers.....*The Indian* is a semi-religious story, designed chiefly for young persons. Margaret M. Robertson is its author, and it is not a work of very striking merit. A. D. F. Randolph & Co. are the publishers.....*James Cockcroft & Co.* of Chicago, have issued a well-printed edition of Samuel Warren's *Adventures of an Attorney*.....Mr. Henry D. Stone, of Albany, one of the founders of the Albany *Morning Express*, proposes to publish in book form his "Theatrical Reminiscences," which have from time to time appeared in that paper and have met with deserved popularity. Mr. Stone has peculiar qualifications for such a task, and his proposed work would be one of permanent value as well as interest.

TRIED AND TRUE.

A Little Romance Out of the Usual Course of Such Affairs—A Young Lady Uncommonly Sensible.

From the Leavenworth (Kansas) Times, Dec. 23.

The inexhaustible romance of emigration, of which in modern days our country is almost always the objective point, has its latest recorded illustration in a quiet little story recently made public through the circumstances of its gratifying conclusion. Several years ago, in one of the northern counties of Scotland the son of a poor clergyman became enamored of a young lady named Moss, who lived in London, but was at that time passing the summer with her aunt, one of the minister's parishioners. Miss Moss was most graciously disposed toward her rural admirer, but as he was a gentleman of the old school, with no common sense in the affairs of the heart, and as the most respectable country hoopes the society of the village concerned, there was no incompatibility in the affair. Upon her return to London, however, the young lady, under father was a wealthy merchant, possessed of no little aversion from her family of the heart which she had chosen for herself, and she felt impelled to write rather circumlocutorily to her lover on the subject; and when he, upon hastening to the metropolis, to present himself, was received with repellent coldness by the parents, the circumstances which caused the ingress were enough. Not so he thus dismissed, though, the clergyman's son obtained a private interview with the reluctant merchant, and stoutly asked why he was not eligible for the alliance he desired. The blunt answer was that his worldly circumstances were not suitable. He was poor and likely to remain so, and should seek a wife adapted to his means. Deeming the concluding piece of advice gratuitous, the lover took leave of the fasser with no great ordinarity; but upon bidding adieu to his lady-love she was equally explicit in what would promise to wait for him until he should have gained for himself the means and position necessary to change the parental decision. The answer was as affirmative as earnest, and, without further explanation, the rejected suitor said a hurried good-by, and left for America, and for him awful three months thereafter, when a letter bearing an American post-mark announced her with the information that he had crossed the Atlantic to seek the appointed fortune, and had high hopes of solicitude for the fulfillment of her promise in about two years. A half-brother of the father with a merchant in Leavenworth, Kansas, and had given him commissions and general assistance by which he was sanguine that he could not fail to speculate successfully in city property. Only let her remain faithful to him and in two years her father should see him in London again with plenty of money in his pockets. She answered appropriately, with a faith in the future as unworldly as his own, and from thenceforth their letters passed each other on the ocean by every steamer. The story of American fortune-making by immigrants has not much variety. Occasionally the dream is at least partly realized, but to a person sitting, scattered hope on his hearthstone of the sons. The young Englishman in Kansas was always just about to do better, but the wave of actual golden consummation never chanced to come. Two years and three years and four rolled on, and still he remained on this side of the ocean, and while hopeful letters from his own home by her finally deepen that lover that, as he could not go to her, she had decided to come to him. Accordingly, the spirited young lady, disregarding the still urgent objections of her kindred, and leaving a London home of luxury and refinement, crossed the Atlantic alone, and on Sunday last arrived at a hotel in this city, where her yet impecunious lover was to, and of course did, meet her. They were married on the same day, and it may be added, made their journey with no book to the contrary, as many young couples are wont to be involved. Of course in the fair voyager's bold step in the country on such an errand; but, as already noted, she is now an heiress; her array of traveling trunks is spoken of as something wonderful, and the reunited lovers will return to their native land, as husband and wife, in the style of a bridal couple whose riches will give all necessary gratility.

A Piece of Wedding-Cake.

From the Bangor (Me.) Whig, Dec. 21.

We saw a piece of wedding-cake the other day, which had a somewhat remarkable history. It was made on the occasion of the marriage of a lady of this city, twenty-two years ago, and was sent to a friend in Leavenworth, Kansas. It was then expected home in a few weeks. The lady died fifteen years ago, but the cake was kept intact until Monday last, when, as her brother is still in California, and will probably never again come East, it was removed from the case where it had remained so long, and sent to him.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange, Dec. 26.

SALES BEFORE THE CALL—10 A. M.

200	Mariposa	8½	200	do	8½
400	do	8½	200	do	8½
200	do	8½	200	do	8½
100	do	8½	200	do	8½
200	do	8½	200	do	8½
200	do	8½	200	do	8½
200

The New York Times.

NEW-YORK, FRIDAY, DEC. 27, 1872.

Amusements This Evening.

GRAND OPERA-HOUSE.—ROUND THE CLOCK.—Mrs. John Wood, Miss Minnie Hereron, Mr. Nate Boughton.

BOOTH'S THEATRE.—HERNE DUNBAR.—Mr. J. W. Wallack, Miss Mary Wells.

WALLACK'S THEATRE.—BROTHER SAM.—Mr. H. Sedgers, Mr. John Gilbert, Miss Ella Georgia.

FIFTH-AVENUE THEATRE.—FALSE SHAME.—Mr. George Clarke, Miss Clara Morris.

OLYMPIC THEATRE.—LES CHEF VIERGES.—Mlle. Aimée, M. Jemeo.

NIBLO'S GARDEN.—LEO AND LOTOS.—Mr. E. W. Price, Mr. Lollingwell, Mlle. Diani.

UNION-SQUARE THEATRE.—MUSHY.—Mr. D. H. Harkins, Miss Mary Griswold.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES.—Afternoon and evening.

BRYANT'S OPERA-HOUSE.—ETHIOPIAN MINSTRELSY.—Dan Bryant, Sayrone, Reed.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS.—Birch, Wambold, Backus and others.

TONY PASTOR'S OPERA-HOUSE.—VARIETY ENTERTAINMENT.

STEINWAY HALL.—COMPLIMENTARY TESTIMONIAL to Mr. W. E. Pope.

The New-York Times.

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The Sunday Edition, per annum. 2
The TRI-WEEKLY, per annum, postage extra. 5

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THE NEW-YORK TIMES,
New-York City.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 23d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

Sheriff Brennan yesterday succeeded in getting the Board of Supervisors to order the payment of his bill for "official services" for the nine months ending Sept. 30. In June last we published his bill for "official services" for the first three months of this period, amounting to $18,355 69, and then showed that it was a plain swindle upon the public. Some of the items, if not entirely illegal, were outrageous exaggerations of the amounts legally due. It is this sort of bills which the Supervisors have ordered to be paid, after voting down a motion of Mr. VAN SCHAICK that they should be referred to the Corporation Counsel to determine the question of their legality. It is now the duty of Controller GREEN to settle this point for himself, as it is clear that he cannot be compelled to obey an order of the Supervisors for which there is no warrant in law. Meantime, the public would like to know what influences were brought to bear upon the Supervisors to induce them to attempt this robbery of the public treasury, as also what has become of the protest of Mr. VANCE and other Reform members against the recent outrageous resolution of the Supervisors.

Simply as A. OAKEY HALL, that gentleman's right to tender a reception, public or private, to anybody he pleases, cannot be questioned, but when the Mayor of New-York proposes to give a public reception to persons who come to this City on an errand which may be justly considered partisan, he commits one of those indiscretions for which he is noted. Having taken action intended to honor the members of the Louisiana Committee now in the City, he may have intended to perform the impossible feat of separating himself from his office, and playing his little game in a private capacity. It was, of course, impossible for such a man as Mayor HALL to see that it was improper for him, while in the office he has disgraced, to engage in such an affair. We are only surprised that he did not write a letter to the Common Council, requiring that body to tender the Warmoth Committee an official ovation.

According to the Chicago *Evening Journal*, the one thing which the country needs is cheap transportation from the farms of the West to the sea-board, and it deprecates any discussion of minor remedies for our ills. It may be that it is right, but we should like to see the matter discussed in the light of some better information than is at present accessible to newspaper writers, or to any one else. We do not deny that cheap communication can do very much for both West and East; but we are not sure that it can do everything. Before even that remedy can be applied by the Federal Government, as suggested by some of our ardent Western friends, there are some grave questions of law and policy to be dispassionately and carefully considered. Meanwhile, it can do us no harm to have as full knowledge as possible on other branches of the great subject. We have pointed out a method of gaining such knowledge on the effect of national taxation—a very important part of the problem, certainly, and one on which the country is not so well informed as it might be. The method we have suggested has been tried once, and we believe it worked well, for to this, and by Mr. WELLS' reports, are the most intelligible account of the workings of the Federal Tax laws that we possess. Can there be any harm in seeking the same end again by similar means?

Our estimate of the theological necessities of Florida, as measured by Mr. WELLS' bill in aid of a theological institute to that State, was much too modest. Mr. WELLS thinks that, at least, "one million acres of the public lands" are required. It is nearly impossible that such a proposition can be made in good faith in the House of Representatives, but House document No. 2,265 is proof that cannot be guessed.

From the California Japan we have further details of the Modoc war, which go to show that all Southern Oregon is threatened with the danger of Indian hostilities. Atrocities have been committed by both Indians and whites which are sure to inflame both sides, and it is already evident that the occurrences which have disgraced all our conflicts with the Indians are to be repeated. The Modocs are not powerful in numbers, but they are skilled marksmen, and being amply provided with arms and ammunition, they have already proved that they are more than a match for the scattered settlers and the few soldiers who have been used against them. Now that the blunder of permitting this war to begin has been commitsed, it is evident that there is no choice but to overpower the Modocs by military force. The sooner the trouble is ended the better it will be both for the savages and the settlers.

How little value should be attached to the address issued by the Louisiana Committee is apparent from the statements of a letter which we publish this morning. It is shown that the Committee was composed in large part of men who had a direct personal interest in the success of WARMOTH. The address, which was declared to be a "calm, moderate and impartial account" of the troubles, turns out to have been merely a piece of partisan special pleading, prepared to order by a lawyer, and therefore entitled to no more weight than a stump speech. This Committee and its address seem to have been WARMOTH's last card, and it having failed to win, we naturally hear that the reckless adventurer has concluded to desist from further effort to precipitate the State he has plundered into anarchy. This news may prove to be premature, but it is evident that WARMOTH's power for evil is no longer to be feared.

The Storm and its Lessons.

In many of its aspects, the great snow-storm of yesterday rose to the dignity of a national disaster. Embracing a large area of country it delayed mails, interrupted business, put a stop to travel, and thus inflicted a heavy pecuniary loss upon the country. But these are, doubtless, not the most serious of the calamities of which it was the cause. There have probably been marine disasters due to the storm, of which we have yet to hear. Fast vessels which were upon the North Atlantic Coast fared roughly during the day is certain, and the gale which prevailed last night has given rise to grave apprehensions for the safety of the smaller coasting craft which happened to be caught in it.

Within this City the storm was a sharp reminder that we are wholly at the mercy of weather conditions. New-York floundered helplessly in the snow-drifts. Early in the day all the street-railroad lines were compelled to withdraw a portion of the cars, in order to "double up" the teams, and the cars that were left were greatly overcrowded, and were dragged along slowly, and with great difficulty, by the overtasked horses. Even in going to business in the morning, many persons were forced to walk, and in going home at night thousands found themselves long distances from their houses without the slightest hope of a conveyance. To stalwart men this was a matter of little consequence; but to the thousands of girls and children employed in the workshops of the City the deep snow and cutting wind meant the most intense suffering. The streets during the early hours of the evening presented many painful scenes in the efforts of these poor creatures to reach their homes, and no one who had occasion to be abroad will soon forget the suffering which he was forced to witness.

It is only upon such days as yesterday that we become fully aware that modes of City transit which cannot be interfered with by the weather form an imperative need of the City. Progressive in many things, New-York has in this matter showed a supineness that has already been the cause of much loss, and must be the source of much disaster in the future, if it is permitted to continue. Having length without breadth, and commerce occupying all the lower area of the City, people are forced to live at distances from their places of business, which inadequate means of transit have made comparatively great. Under the most favorable conditions, the time required to make the journey between the residences up-town and the business portion of the City is a serious matter. Fortunately for themselves, perhaps, but to the great detriment of the City, business men have discovered that Fifty-ninth-street is further away from the City Hall, practically, than towns twenty miles away in New-Jersey; and that State has consequently been built up at our expense. Chiefly because of this lamentable lack of comfortable and swift City transit, we have lost, by removal to the suburban towns, a large portion of the middle class, which is essential to our development. No city can be permanently prosperous which is inhabited only by millionaires and paupers; and unless we speedily have a reform in this matter, New-York will contain only those who are rich enough to be superior to any circumstances and those who are too poor to get away.

Our street railroads, perhaps, met the wants of a primitive epoch, but New-York has become imperial in her needs. There is no day in all the year when it is not apparent that these roads are unable to meet the demands made upon them; on such occasions as yesterday they prove to be only a vexation. When most required, their capacity is so greatly lessened that they become practically worthless, and the thousands who are compelled to plunge homeward through snow-drifts are furnished with decisive, if somewhat uncomfortable, evidence that this City is helpless when confronted with an exigency so ordinary as a great snow-storm. There were, doubtless, tens of thousands of people left to the misery of the storm-at last, by the inability of the managers of the railroads to send them home, who became convinced that we must have steam transit and railroads somewhere else than on the surface of the streets. Contrast what was seen in our thoroughfares yesterday with what would have been the case if we had possessed even one under-ground railway reaching only to Central Park, and arguments in favor of such a road is entirely superfluous.

Nothing in many certain than that in this and New-York must have steam City transit, and the people are beginning to be convinced that enough time has been wasted in talking about the matter. That underground roads through the City are feasible, seems to be no longer open to question, and as their construction is simply a matter of money, there is no reason why they should not be at once provided. New-York is losing every year more than they would cost, and if the great capitalists, who have heretofore managed to seize the charters for such roads, do not speedily do something practical in the matter, they must expect to lose heavily in the depreciation of their property as a consequence of the increased exodus from the City. Whether these under-ground roads could be made to pay large dividends may be doubtful, but it is certain that they would make a heavy return for the capital invested in them indirectly, in the appreciation of City real estate which they would occasion.

But it is evident from our past experience that improved City transit must be the result of a great popular movement in its favor. Capitalists have trifled with the matter too long to be trusted in the future, and the people must take it in hand themselves. When capital is made to understand, by such a movement, that the industrial classes of the City are determined to have steam roads, they will be speedily constructed. Let us, then, have some concerted action, and not allow this Metropolis to remain a reproach to the enterprise and resources of the age, by having its business stopped and its citizens subjected to extraordinary hardships whenever there may happen to be a fall of snow somewhat greater than ordinary.

The Legal-Tender Reserves.

The London *Economist*, of Dec. 7, contains an article, carefully and even elaborately prepared, on the statement of the New-York national banks for the 3d of October, 1872. It will be remembered that, on that day, the national banks of New-York fell short of the reserve of legal tenders required by law—not to any considerable amount, but still made a definite deficiency. It was during the excitement in the Street, which caused this incident, or accompanied it, that Mr. BOUTWELL, or Mr. RICHARDSON, or both, deemed it necessary to make the extraordinary issue of legal-tender notes which has awakened so much criticism.

The *Economist* is a high authority in finance, and its opinion on the causes which led to the temporary failure of the legal provision relating to the bank reserves will be received with respect. That opinion coincides with the one entertained by many of the most sagacious and experienced financiers of our own country. It is, in brief, that the law attempts too much. It proposes to regulate in advance, and arbitrarily, a matter which cannot be forecast, and to say that a certain proportion of the liabilities of a bank shall be kept in reserve, when the amount needed to give security cannot be known. Thus it happens that in the redemption cities, of which New-York is the principal, it was barely possible, on the date of the report referred to, to meet the requirement of the law, the reserve amounting to only 25 per cent., while in the banks of New-York City the reserve was actually below the requirement, being but 24.4 per cent. But in the case of the remainder of the banks—which are allowed to count as part of their reserve their balances at the redemption banks—the reserve is 19 per cent., or 4 per cent. greater than is required by the law. It is plain that the law does not, therefore, meet the actual facts at all.

Alluding to the extraordinary restrictions placed on banks which may have fallen below the legal reserve, and especially to the prohibition of further discounts, the *Economist* says:

"Such a provision, we should think, would do the maximum of mischief in the event of any cause to produce a panic. The wise policy for banks, especially for bankers' banks, in panic times, is to lend freely, to use the reserve which they have accumulated in good times; but the American law says the banks are not to lend. The existence of such a regulation will certainly be very apt to increase the general apprehensiveness when anything goes wrong. The act of 1844 intensifies panics, because the Bank of England may have no notes to lend in its banking department; but the American law is worse, for it prohibits the banks from lending the money which they have."

This touches the kernel of the matter. It is not simply that the limitation in regard to reserves is liable to prove a failure just at the time it is most necessary to secure the results it intends, but it is that no one can tell what this limitation will do. It was shown, in October last, that it did not maintain the specified reserve in the banks. It has been repeatedly shown that it has aided the schemes of speculators for locking up money, and in producing violent and artificial changes of value. It is certain that it deprives merchants doing legitimate business of the aid of the banks when they most need it. What it might result in in time of general alarm, is hinted at in the following extract:

"As the experience of the Bank of England shows, the proportion of reserve to liabilities is apt to change very rapidly, and one of the most powerful causes in the precautionary surveying which takes place when people power money not for immediate use, but to place it on their credit—the very kind of borrower which is the most essential not to prevent, as about to be more likely to produce and aggravate a panic. To require a reserve of a certain definite sum, irrespective of the liabilities, and to require as all times a certain proportion of that reserve to the institution, are both equally dangerous restrictions, but of the two the latter is the more dangerous. We greatly fear that, in times of difficulty, the American banking system may put five cause for very serious anxieties, to which on this side, as alone are our relations [illegible]

[illegible] we have mentioned, whom the October loan, the Banking law did not permit to secure out of which it was subjected, the Secretary of the Treasury was obliged to interfere. But can it be said truly that the evils which he believed it to be his duty to avert were not caused by the law itself?

How France is Being Governed.

To the general reader it is not perhaps very clear whether France is on the brink of another political crisis, or whether the late strife of parties has been productive of any kind of understanding destined to be lasting. The Atlantic cable is doubtless a marvelous product of modern science, but anybody who contents himself with its generally oracular and frequently inaccurate intimations regarding the progress of current history will be likely to have a somewhat blurred impression in regard to the progress of affairs on the other side of the ocean. French politics have especially assumed too complicated an aspect to be profitably studied by the light of brief and tantalizing telegrams. Yet, though the subject has none of the sensational aspects which it possessed two years ago, it possesses a bearing of unusual importance on the history of France and of the rest of Europe. It is not only the Republic which is on its trial in France at this moment, it is also the capability of the country to govern itself according to parliamentary rule and constitutional precedent—to substitute, in fact, the conflict in the Legislative Chamber for the descent into the streets, and the will of the majority for the law of the barracks and the coup d'état.

The present French Assembly has many and obvious imperfections. It was elected at a time when the thought of peace was uppermost in the mind of every Frenchman, and its members were selected rather with the view of concluding peace on the best terms possible, than for the purpose of definitely settling the political future of the country. When the foreign enemy was at the gates of Paris, the particular shade of a Deputy's politics was of less consequence than his ability to comprehend the necessity of restoring the pursuits of daily life to their accustomed channels, and of unloosing the hold of the invader on the soil. France has traveled with undreamed of rapidity from the problems which presented themselves to the Assembly of February, 1871, and those which now form the subject of its divisions. It is true that the wild excesses of the Commune have left their influence on the minds of the representative body as well as on those of the electors. The Radical Left has to combat the accusation of representing the same influences as those which instigated the Parisian revolt of March 10, 1871, and so recent a document as the Bathie manifesto denounced the members of the extreme Left as enemies of France and the terror of all good Frenchmen. While most people believe that the minority in the Assembly contains the future rulers of France, and is backed even now by a solid majority in the electorate, there is a tolerably general disposition to make the most of the present Assembly, which, though not strictly speaking a representative body, is at least sovereign, and holds its destinies entirely in its own hands. The struggle which terminated on the 9th of the present month with the election of the Constitutional Committee of Thirty left the Right in possession of the field, and compelled M. THIERS, in the interests of public order and national prosperity, to reorganize his Cabinet so as to bring it somewhat more nearly in sympathy with the majority in the Assembly.

To do the Right justice, it has shown no disposition to abuse its victory. The Duc D'AUDIFFRET-PASQUIER, who is the "brains" of the Conservative majority, just as M. GAMBETTA occupies a similar position in regard to the Radical minority, not only disclaimed, on behalf of the nineteen members of the Right on the Committee of Thirty, all personal hostility to M. THIERS, but pledged the majority of that Committee to a fair consideration of the constitutional changes proposed by the Radicals, as well as those insisted on by his colleagues. The chief demand of the Right was Ministerial responsibility, which, in the present case, meant that M. THIERS should not persist in shielding an objectionable Minister behind his own person, and in forcing on the Assembly the question of his own resignation whenever a demand was made for the removal of one of his Cabinet. All parties admit that this question has been practically settled already by the retirement of M. LEFRANC from the Ministry of the Interior, in consequence of an adverse vote of the Assembly. In reconstituting his Cabinet, M. THIERS has indorsed the principle that the parliamentary majority must govern. The Ministry of the Interior is the most important position in the Cabinet, because it is through it that the influence of the Government is felt by the Prefects, Sub-Prefects, and Mayors, i. e., by the entire administrative machinery of every department and commune in France. As it is through this machinery that a majority can usually be obtained from the country districts for the existing régime, the Ministry of the Interior may fairly be considered the key to the governmental situation. M. THIERS has satisfied the Right by transferring to this post the former Minister of Finance, M. GOUILARD, a member of the party of the Right Centre. The Radicals are also satisfied with this appointment, because M. GOUILARD has placed himself on record as being favorable to the "Conservative Republic," and as further believing that the amazing success of the great loan was due to the confidence with which Frenchmen and foreigners alike regarded this same ultimate form of national government.

The other Ministerial changes have, curiously enough, proved equally satisfactory to both wings of the Chamber. M. LOUIS SAY, who is esteemed an adherent of the Left, and is certainly a free-trader, has been [illegible] Seine to the Ministry of Finance, and a Deputy of the Right, M. CAUMONT, takes the position M. SAY vacated. The Ministry of Public Works has been filled by a gentleman of uncertain affiliations, but moderate enough to please the Right, and not conservative enough to disgust the Left. Thus has M. THIERS formed his "Ministry of Conciliation," and thus has France taken a fresh lease of the "Provisional" order of things political—an order which, as has been remarked, is all the more likely to prove permanent from the hesitation on any side to call it so.

Our Western Waterways.

Travelers' tales are proverbially to be taken with salt, and we must cease before accepting as gospel the wondrous accounts that come to us of the remains of vast cities on the plains of Arizona. Yet, where there is so much smoke there is sure to be some fire, and the subject is interesting and important enough to warrant examination, if only to determine how far the evidences in hand squares with probable facts. The story told by Col. W. T. ROBERTS, and printed Dec. 19 in the Denver *News*, is, we may observe, substantially the same as that told by several explorers before. The reports concur in declaring that in remote parts of Arizona there exist well-preserved and extensive ruins, which are assumed to be those of once populous cities. Col. ROBERTS' city covers about three square miles. It is surrounded by a wall of sandstone, "neatly quarried and dressed," ten or twelve feet thick, and originally—judging by the *talus*—fifteen or twenty feet high. Within are the walls of houses, temples, and markets, all of solid stone, and showing excellent masonry. These walls bear numerous hieroglyphics, cut deeply into the stone. The whole of the ruins, like most of those of the Orient, and more especially those of Arabia and Assyria, are more or less buried in sand. According to the account, this city is some ninety miles from the boundary between Utah and Arizona, and an equal distance from the Western Colorado line. Its situation can therefore be precisely determined on the maps. By these it proves to be close to the desert, and, in truth, environed by extensive sandy plains. This accounts for the lateness of modern discoveries, since neither Indians nor whites would be likely to penetrate such desolate wilds; and it indicates also that since the city was built, the climate and soil of the region have undergone extensive changes.

It appears that the party of Col. ROBERTS were diamond hunting, and had lost themselves among the sandy wastes when the city was discovered. Only such an object as this would have led people to penetrate to a spot so forbidding, since there is food for neither man nor beast, and water is so scarce that at one time the wayfarers were thirty-six hours without it. The description of the city is almost identical with what various travelers have given before; and we think there is little reason to doubt its substantial accuracy. The only difficult question is, how far the love of the wonderful or imperfect observation may have led to misrepresentation of the true character of the ruins. Until we have more minute and authoritative descriptions, we must remain in doubt whether these "cities" belong to the class of "*Casas Grandes*," such as are still built by the Moquis Indians, or are to be set down as relics of the ancient Nahuatlecas, and as marking one stage in the migration southward of the Seven Tribes incorrectly generalized as Aztecs. This decision is a very nice and delicate one, and is altogether unlikely to be arrived at through the testimony of stray travelers. To reach it will require something like the combined knowledge of an AGASSIZ and a RAWLINSON. We may hope, however, that such knowledge will sooner or later be applied; that thus one of the most profoundly interesting enigmas of the Western Continent will be solved, and that its solution, co-ordinated with other discoveries made in the East, will lead to additions of considerable value to our early history of the globe and of mankind.

Tradition among the Indians, and all existing Mexican records, concur with the early Spanish chronicles in describing the Seven Tribes as having originally wandered away from their parent stock after an immense deluge, and a subsequent fresh distribution of tongues. If the Arizona cities were indeed built by the Nahuatlecas, it is in the highest degree probable then, indeed morally certain, that the hieroglyphics on their walls commemorate those great events. It may not be possible as yet to read them. A long time passed after their discovery before we knew how to read the cuneiform inscriptions of Persia, of Assyria, and of Babylonia. But RAWLINSON came, and the work was done. Only the other day has the modern world been enlightened by a translation of the famous Chaldean account of the Deluge. By and by, when the inscriptions of Arizona are interpreted, the two may be collated, and the Asiatic origin of the Aztec race clearly established. Even if this were done, however, it would not settle the problem of the first peopling of America, or demonstrate the superior antiquity of the Old World; for the Aztecs were preceded by a race called the "Toltecs," of much higher culture and broader civilization; and the Toltecs are held, by the best authorities, to have come from the South. Still, to discover the origin of the Aztecs would be a great point gained, and would doubtless lead to other valuable knowledge; and, if the hieroglyphics of Arizona contain further information respecting the Deluge and its consequences, the archæological importance of the discovery can hardly be overestimated. It may be worth while for our Government to send out, at an appropriate time, a competent expedition to examine and report on the newfound wonders of Arizona—wonders that in their historic and ethnological relations may prove of greater importance than even the natural phenomena which have lately [illegible]

[illegible] gained for that Territory the favor of holiday pursuers, the most extraordinary fact on the face of the earth.

The Police Ring.

No fact is better known than that our Police are still under the control which TWEED placed over them, immediately after the passage of his charter. The Commissioners are the same who were appointed at that time by OAKEY HALL, at the dictation of TWEED, with the exception of THOMAS J. HALL, who was subsequently named by the same influence. It is hardly necessary to call public attention to the manner in which these men have used the power intrusted to them, as it is sufficiently well known that they have busied themselves with almost everything but the proper discharge of police duty.

From first to last this Police Board has been the consistent enemy of Reform, and has neglected no opportunity to use its power and patronage against the influences by which the Tammany Ring was overthrown. Chiefly by the machinations of such men as MANIERRE, the people failed to secure from the last Legislature that full measure of reform to which they were entitled by their triumph at the polls. The acts which were committed by what may be properly called the Police Ring last Winter, to save the present Commissioners from the dismissal which they richly deserved, are not fully known; but it is known that during the session of the Legislature, changes were made among the Police Captains and Sergeants which could have no other explanation than that they were based upon political intrigues. Meritorious officers were retired without apparent reason, and promotions were made to fill the vacancies which had been thus arbitrarily created, which were without excuse in the character and services of the officers promoted.

There are various signs that this Police Ring has been again formed for operations at Albany during the approaching session of the Legislature, and that it hopes to repeat the tricks of last Winter with equal success. The exact influences which will be used this time have not yet been developed, but it seems certain that in some way these Commissioners will struggle to retain the places which they hold by the favor of TWEED. We admit that it will require a large stock of effrontery for MANIERRE to appear as a claimant for favorable consideration before a body elected as a Reform Legislature, but he has already shown that his impudence is equal to any undertaking, and it is not probable he will fail now from lack of that quality.

That any of the efficiency of our Police service has survived the wretched management of the last two years, is due solely to the admirable material in the ranks of the force which was left to the present Commissioners by their predecessors. Happily for the City, they could not get rid of this material altogether, and when their subserviency to the interest by which they hold power brought upon us the disgrace of the Eighth-avenue riot, the Police force was found to be in the main still trustworthy. But it is every day becoming more evident that it cannot much longer resist the demoralization of its present control, and the public safety imperatively demands a thorough change in its management. No one of the present heads of the Department possesses in the slightest degree the confidence of decent people; those who are not corrupt are weak, and the latter can no more be trusted than the former to serve the cause of reform in Municipal Government. The spirit of Tammany yet exists in many branches of the City Government, but in none is it so active as in the Police Department.

Such men as those who compose the Police Ring will be most blatant in Albany concerning the necessity of a Republican Legislature serving Republican interests in this City. It will be they who will insist most strenuously upon the dangers to the party which will result from a failure to supply every political trickster who pretends to be a Republican with an office. It will, therefore, be well for the members of the Legislature to remember who these men are, and by what motives they are actuated.

MINOR TOPICS.

Rev. C. L. BRACE's work on *The Dangerous Classes of New-York* seems to have met with a very hearty reception from the experts in the science of charity and criminal law in France, Germany, England, and elsewhere. Baron MACKAY has just reviewed it at considerable length in the French and Belgian newspapers, while Baron VON HOLTENDORFF, the Government authority on criminal law in Berlin, has devoted twelve columns to it in the *Spenersche Zeitung*, under the head "The Comparative Conditions of Poverty in Berlin and New-York." He very frankly admits that the Prussian system of preventing crime among children is altogether inferior to that employed by the Children's Aid Society of this City. The freedom from sectarian influences, which is so prominent a feature in the peculiar management, has also greatly impressed the Baron in its favor. The *Saturday Review*, *Spectator*, *Athenæum*, and other English periodicals, discuss Mr. BRACE's book with very hearty good feeling and interest. But, probably, the most grateful tribute to the author is that of Miss FLORENCE NIGHTINGALE, who, in an autograph letter, has been at much pains to express her deep sympathy in his work, and her earnest desire for its continued success. Mr. BRACE has certainly good reason to be proud of his efforts in the cause of humanity.

Some of the mercantile firms of Boston, whose houses escaped untouched during the late fire, have since devoted a good deal of attention to the subject of fire-extinguishing appliances. One of the leading dry-goods houses has just been provided with force-pumps of such power as to be capable of hurling water from the engine-room, through iron pipes, to the top of the building, each floor having a connection to admit of the use of a special hose. The clerks, to the number of sixty-five, are being drilled, so that upon the slightest alarm they may be available for duty. The example thus set by Boston might be advantageously followed by the large business firms of this City. We have already had ample proof of the inability of firemen, with the facilities at command, to meet a [illegible]

The recent attempt of a convict in the Massachusetts State Prison to murder a Deputy Warden would seem to suggest the propriety of having all prisoners employed in shops where knives are in use searched before going to their cells at the end of each day's work. In the case referred to, a convict named GERARDE, at the conclusion of religious services in the Prison Chapel, and just as he was about to leave with the other prisoners, jumped suddenly upon Deputy Warden HALL, drew a knife, and would have plunged it into his heart but for the promptitude of the Warden, who seized his uplifted arm, and wrenched it from him. Now, in view of the frequent attempts that have been made by revengeful prisoners to murder their keepers, we think that an essential precaution, as a daily search for weapons should not be neglected.

In compliance with a very flattering invitation, Mr. HENRY BERGH lectured on "The Speechless Servant of Civilization," before the Rhode Island Society for the Prevention of Cruelty to Animals, a few evenings since. A numerous and distinguished audience, including the Governor of the State, assembled to hear and welcome the lecturer. On the following morning, those who had been prevented from attending, in consequence of the inclemency of the weather, paid their respects to him at a crowded reception. There is, probably, no part of the country where the self-denying and truly philanthropic work of Mr. BERGH is so thoroughly appreciated as in Rhode Island. It was through his efforts that the good little State was induced to establish a society for protecting dumb animals, and the results have been so encouraging that the original incorporators feel as if they cannot do too much honor to the founder of the first society in America.

The man WOOD, who was lately arrested in this City, and put under bonds at the Jefferson Market Police Court, to answer a charge of illegally engaging in the sale of tickets for a gift concert at the Academy of Music, has reopened his store on Broadway, and continues operations on the strength of a decision of the Court, which he, by means of handbills, declares to be "that if concert tickets are sold without numbers, and the concert takes place when advertised, there is no violation of the law." To keep within the line, he causes trifling presents to be delivered to the purchasers of tickets, and we have no doubt will find plenty of persons to part with their dollars. Now, it is quite evident that something must be done by the Legislature to stop the so-called "gift business" altogether. During several years past the number of harefaced swindles that have been perpetrated under this general head is beyond computation. Some respectable traders, it is true, have used the system to increase the sale of their wares. We are glad to say, however, that such cases have been rare. The thieves have made it too notorious for respectable men, and there is no citizen worthy of the least consideration who will not be pleased to see a law passed which shall make its employment in any form, outside of charity fairs, an offense punishable by fine and imprisonment.

On Tuesday night, a young girl, who was evidently insulted by a ruffian on a Third-avenue car, was protected and avenged, not by a fellow-passenger, or by the conductor, but by the honest, courageous driver. The latter saw that the scoundrel was annoying the girl, and that the conductor had not noticed the affair. He promptly stopped his car, thrashed the villain, threw him into the street, and calling a policeman gave him into custody. An act like this deserves the warmest thanks of the community. Hitherto the driver has never been thought of as a possible refuge for the outraged passenger; and, as is well known, the conductor or a Third-avenue car is so sure to meet with the resistance of the "roughs" if he in any way displeases them, that he rarely interferes in his passengers' behalf. This driver, and he being a coward, would not have incurred the reprobation of any one, for the reason that no one expected him to interfere. His conduct was both courageous and chivalrous, and deserves to be recognized with something more than empty praise.

The Poor Children.

The Children's Aid Society acknowledges the following kind donations received in consequence of recent appeals in the TIMES. Other donations have been personally acknowledged to the generous contributors:

Previously acknowledged in New-York Times..... $5,709 00

DEC. 25, 1872.

"Hercules".....	50 00
Little Emma Banker.....	5 00
From a Jeweler.....	5 00
A. A. Brenner.....	5 00
Jesse H.....	10 00
J. E. D.....	5 00
Lallie S.....	10 00
Miss and Emmie.....	10 00
Elliot and Dod.....	2 00
Cash.....	5 00
Papa's Jack and Annie's Sunbeam.....	1 00
Ella.....	10 00
H. B.....	5 00
Collection per H. Matter & Co.....	22 00
J. R. L., collection.....	4 10
Pethine and Pothine.....	5 00
She hath done what she could.....	5 00
A Christmas present.....	10 00
Cash.....	20 00
Mrs. W. B.....	2 00
Cash.....	10 00
M. R. F. C. T.....	5 00
Birdie's Xmas gift.....	1 00
G. L. R.....	10 00
From a children's friend, Staten Island.....	5 00
Mizpah.....	2 00
A., for little ones.....	5 00
Mrs. A. E. S. and Mrs. J. W.....	10 00
P., from his grandchil, ren.....	10 00
L. W. G.....	10 00
D. F.....	5 00
For the Children's Aid Society.....	5 00
M. A. T.....	50 00
Cash.....	2 00
L. W. K.....	5 00
M. D.....	100 00
A sincere friend.....	1 00
East Lyme, Conn.....	1 00
Cash.....	5 00
Friend.....	2 00
Miss Lillie Marie.....	2 00
Sandaway.....	5 00
L. R. S.....	1 00
Little Johnnie.....	1 00
A. S.....	10 00
A.....	10 00
P.....	5 00
Willie and Annie.....	2 00
W. W. W.....	5 00
From a friend.....	1 00
W. B.....	2 00
H. W. C.....	2 00
Total.....	$5,419 00

Preparations for the Inauguration of Gov. DIX.

ALBANY, N. Y., Dec. 26.—The inauguration of Gov. DIX, preparations for which are nearly perfected, will take place at 10 o'clock A. M. on Wednesday next, instead of at 12 o'clock noon, as formerly.

DESTRUCTIVE FIRES.

Partial Destruction of a Marble Warehouse.

A Loss of Upward of One Hundred and Fifty Thousand Dollars—Destruction of Property in Various Parts of the City.

At 9½ o'clock last night a fire was discovered in the rear of the second floor of the five-story marble-front building No. 116 Franklin-street, south corner of West Broadway, which was occupied by Tim & Co. The flames spread with great rapidity up the stairway and hatchway to the upper floors of the building. Notwithstanding the fearful condition of the streets, rendered almost impassable by the heavy fall of snow, the Fire Department arrived promptly, each engine being drawn by four horses. Engine Company No. 27 was the first steamer to arrive, and they had a stream of water on the fire before the alarm sounded. The fire, however, extended rapidly through the upper floors to the roof, and Chief Engineer Farley, fearing that the flames would communicate with the adjoining buildings, which are filled with very valuable goods, ordered a second alarm to be sounded, and this was responded to as promptly as the condition of the streets would permit. The reserve companies, as soon as they arrived, took position at the hatchway hydrants, and stretched their lines of hose into the burning building. Their services, however, were not actually required, as the companies who had answered the first alarm held the fire in check and nearly subdued it before the flames had extended beyond the building in which they had originated, except where the cornices of the adjoining structures had taken fire, and the burning portions were cut away by the ax-men. Their presence was merely a precautionary measure. The second alarm also brought to the scene of the conflagration Fire Commissioners Shaler and Blair, and Superintendent Kelso. Before the fire was extinguished the building above the second floor was completely gutted and the lower floors deluged by water. The firemen, hardly yet recovered from their exhausting labors on the Grand Harmony fire, and in Centre-street, suffered severely from the intense cold, and deserve great credit for the prompt and efficient manner in which they checked the fire and prevented another disastrous conflagration.

The damage by the fire is very heavy, and cannot be definitely ascertained. The following is a list of the occupants and an estimate of their losses:

The first floor and basement of No. 116 Franklin-street is occupied by Best & Co., importers of French goods; stock valued at $50,000. The second and fifth floors by Tim & Co., importers of laces and collars; their stock was totally destroyed; loss estimated at $80,000. The third floor by B. A. Dryer & Co., fancy goods; loss $30,000. The fourth floor by Theodore Bonnet, Young Fancy Goods; loss $10,000. The building is owned by the Henry Young estate, and is damaged to the extent of $25,000.

The building Nos. 115 and 117 is occupied by Samuel Slater & Sons, dry goods, and Kessler & Co., importers of German woolen goods, damages to building $5,000. The goods in the building were considerably damaged by smoke and water. No. 121 is occupied by C. Spencer & Co., dealers in hosiery, &c. The building and stock were considerably damaged by water. The origin of the fire is not known.

Other Fires in the City Yesterday.

At 12 o'clock yesterday morning the stables owned and occupied by Daniel Gallagher, No. 408 East Forty-eighth-street, took fire and were burned down. Four horses perished in the flames, and a loss of harness was destroyed. Loss $4,000; partially insured. The fire is supposed to have been of incendiary origin.

IN RUTGERS-SLIP.

At 2½ P. M., a fire occurred in the extensive cooperage of A. T. Briggs, No. 60 Rutgers-slip, originating in some unknown manner. The fire was extinguished before any serious damage was sustained.

IN WEST SIXTY-SIXTH-STREET.

At 5:12 yesterday morning, an overheated stove-pipe set fire to the shanty of John Shannon, in Sixty-sixth-street near Avenue A, causing $200 damage. Insured for $600 in the Lenox Company.

Large Fire in St. Louis—A Tobacco Factory Burned.

ST. LOUIS, Mo., Dec. 26.—A fire broke out at 8 o'clock this evening in the extensive tobacco factory of Lazarus & Bateman, Nos. 27 and 29 South Second-street, totally destroying the building and stock. A fire in the rear stories of the adjoining building on the north, which is also occupied by the same firm, Barnum's Hotel, which is opposite, was in great danger at one time, but the falling of the roof and the south wall of the factory saved the hotel building, and the firemen are now (9 o'clock) on another floor of the factory, and the flames northward. The loss is very heavy, but has not yet been ascertained.

ST. LOUIS, Mo., Dec. 26.—By the energetic exertions of the firemen, the flames were confined to the upper stories of the building on the north, occupied by J. H. Titsworth, tobacco dealer, and Lazarus & Bateman. The roof on the building, owned by Lazarus & Bateman is $25,000; insured in local offices for $10,000. The machinery cost $65,000, and was insured for $30,000. The loss on stock amounts to $50,000; insured for $30,000. The names of no companies cannot be ascertained to-night. The entire stock valued at $75,000, nearly covered by insurance.

Large Fire in Carbondale, Ill.

CAIRO, Ill., Dec. 26.—In Carbondale, last night, a large brick block and stock of dry goods therein, owned by Frank Chapman, were totally destroyed by fire. Chapman's loss is $40,000; insurance, $20,000. Two wooden buildings adjoining, occupied by Mr. Sylvester, druggist, and Miss Anthony, milliner, were also burned. A small portion of the stock was saved. The loss on these two buildings and stock is about $35,000. The insurance is not known.

A Prospective Small-Pox Hospital Burned by Design.

BOSTON, Dec. 26.—The large wooden building at Free Island, which had just been built and furnished by the city for a small-pox hospital, and which was to have been occupied next week, was entirely destroyed by an incendiary fire this evening. The building was valued at from $20,000 to $30,000; no insurance.

Fire in the State Capitol.

ALBANY, N. Y., Dec. 26.—About 10 o'clock this evening a fire broke out in the Capitol, caused by one of the heating flues. It was discovered in time to prevent its spread, and, although the Fire Department was called out, its services were not needed.

WEST INDIES.

The Horse Disease in Cuba—Obstacles Imposed—Election Canvass—Excluding the Coffee.

HAVANA, Dec. 23, via KEY WEST, Fla., Dec. 26.—The horse disease is decreasing in this city and immediate vicinity, but has invaded the interior towns.

The prospects of the new crop of sugar grow better daily.

The steam-ship City of Merida, from New-York, arrived here Sunday morning.

Late advices from Hayti have been received. The Haytien Congress having passed the law for withdrawing the currency from circulation before the 15th of April, the merchants consider the plan proposed impossible, on account of the shortness of the time. The Government had given orders for the inspection of coffee, stones having been found in the coffee-bags with the coffee.

MEXICO.

The Matamoras Election—Small Majority Against Lerdism Certain—Fortifying and the Troops.

MATAMORAS, Dec. 20.—The excitement over the election for municipal officers has not yet subsided. On Sunday night several of Cortina's men had an encounter with a troop of the Twenty-second Battalion, resulting in one sergeant being killed and several citizens wounded. The regular troops and the National Guard were called out. It is rumored that Cortina headed the attack upon the Troops, and that he merely defended himself against a party who attempted to assassinate him.

Women Suffrage—Miss Anthony and Congressman Hosford.

ROCHESTER, N. Y., Dec. 26.—In the case of Susan B. Anthony and fourteen other women, under examination for voting illegally at the last general election in this city, Hon. William C. Storrs, United States Commissioner, to-day rendered a decision, holding each to bail in the sum of $500, to appear before the United States Court on the third Tuesday of January.

Beverly W. Jones and Edwin Hall, who in charge of election who received the vote of Susan B. Anthony, were also held to bail today by United States Commissioner Hill, for their appearance at the next term of the Court.

TYNDALL'S FOURTH LECTURE.

Polarization Continued—The Action of Crystals—Color by Compression—Circular Polarization—Faraday's Magnetic Discovery of Light—A Tiny Word to Presbyterian Sentiment.

In spite of the tremendous snow-storm of yesterday very nearly 1,700 persons were assembled at the Cooper Institute to hear Prof. Tyndall's fourth lecture. Punctually at 8 o'clock Mr. Hewitt made his appearance, and said that there had hardly been any expectation of an audience on such a night, and these had been considerable doubt whether the lecture should be delivered. But as so large an audience had assembled, Prof. Tyndall would give it and would repeat it for the benefit of those who held tickets for the course and had been deterred from attending. He would notify them also that the order of the fifth and sixth lectures in the programme would be reversed; the latter being delivered first. Prof. Tyndall then made his appearance on the platform, and was greeted with a perfect storm of cheering, which brought a broad smile of pleasure to his countenance, and as he bowed he looked extremely happy and flattered. In fact, his opening remark was that he was very pleased indeed to see such an audience, and so many ladies present on such a night. He then alluded to medical re- Light he'd, he said, a double significance. It meant both the impression made on one consciousness and also the agents of medicine conveying that impression. The lecture would deal solely with the latter. The agent of light was the motion of ether, a substance which filled all space surrounding the atoms and the molecules of bodies. To the medium certain definite mechanical properties were ascribed. These were the composition and rapidity of vibrations. In the previous lecture the action of crystalline bodies on light had been treated, and particularly the phenomena connected with polarized light. He had taken on a former occasion two plates of tourmaline, and placing them between two Nicols prisms, he had sent a beam through them on to the screen. By interposing a piece of selenite between these two crossed pieces of tourmaline the dark part, where the vibrations had quenched the rays of light by interference, had become luminous. He now repeated this experiment, and showed that by holding the selenite at a different angle the dark cross remained dark. This revealed a certain state of things in the selenite. The light was constrained to follow two directions, one of them parallel to the axis of the tourmalines, and the other parallel to the other axis. When this was the case, the particles could exercise action upon the light, but by arranging it so that its direction of vibration was oblique to the axis, the light was partially restored. Now, the reason of this was as follows: The Nicol's prism which resolved the light from the electric lantern, and sent it polarized into the selenite, was called the polarizer, and the other prism which received the light from the selenite was called the analyzer. When the light emerged from the first prism, it was polarized, and its vibrations were horizontal. The selenite resolved it into two others, vibrating at right angles to each other, one of them behind the other, and this made interference possible. But, so long as they continued to be at right angles the vibrations could not quench each other, no matter what the retardation of one might be. And now here came in the province of the second Nicol's prism, the analyzer, which recompounded the two vibrations as they emerged from the selenite, resulting those to a single plane; and, according to the different lengths of the waves of light, different colors were produced by the film of selenite. He accomplished this by placing between the two prisms a coarse film of selenite, and perpendicularly; the spectrum on the screen was handily perceptible; turning it at right angles, it at once displayed superb colors; and by rotating the second Nicol prism 90 degrees, a beautiful play of colors was produced. He demonstrated that the interference which quenched the long waves would not quench a shorter one, and, by employing a wedged-shaped piece of glass which, seen through monochromatic light produced by a red glass plate, showed recurrent bands of red light and darkness. He still further exemplified this by a circle of selenite, which showed a spectrum on the screen of large rings of red light divided by broad bands of darkness. By employing a blue glass plate the circles were very much smaller, and by using a colorless plate, iris-tinted circles were produced.

He next proceeded to demonstrate that very beautiful chromatic effects could be produced by simple compression, very crystalline bodies, pressure supplying the place of the molecular motion in the crystalline structure. To prove this, he took a rectangular slip of glass, about eight feet in length, and holding it in the centre he rubbed one end with a wet cloth, producing the well-known sound of musical glasses. This was produced by musical vibrations, which alternately lengthened and contracted at both ends, meeting in opposition at the centre, where was, therefore, in a state of alternate strain and compression. He now fixed the slip of glass in a vise between two Nicols prisms, but no light appeared upon the screen. He took, however, a screw and had been wetted and the musical sound had been produced, the spectrum of light appeared in flashes, which increased in rapidity with the rubbing. This was very loudly applauded. He then took a small square of glass, fixed in a vice, and screwed it up, producing on the screen a cross of light at each pole, which increased by degrees until the whole square was lighted. Then, by more pressure, circles of color became visible at the poles, which swelled out until they met in the centre, and flashed into a prism of color, with dark bands showing the neutral axis of polarization. He demonstrated that as heat produced dilation and cold contraction, the same phenomena could be produced by heating gumarac window-glass at the flame of a spirit-lamp. He then took up the subject of circular polarization, showing the curious action of certain crystals of quartz, and illustrating it by a beautiful experiment. Introducing a second body of the quartz, His Excellency, the President of the Republic, being present, holds a solemn session in honor of the illustrious Prof. Samuel Morse, taking the occasion of the opening of its new hall of meeting for the purpose. The President, Vice-President, Secretaries and Treasurer of the Society, and a number of members contributed homages of admiration to the eminent savant of the United States of America.

(Signed) BLAS BALCAREL,
Manuscripts Pomoste, President.
IGNACIO RAMIREZ,
Vice-President.
IGNACIO M. ALTAMIRANO,
First Secretary.
ANTONIA GARCIA Y CUBAS,
Second Secretary.
ENFARNIO MENDOZA,
Tenru Secretary.
FRANCO SOSA,
Fourth Secretary.

The Buffalo Water-Works—Apprehension of Fire During the Scarcity of Water.

BUFFALO, N. Y., Dec. 26.—The derangement of the Water-works here is causing great anxiety among the citizens. The real cause of the trouble has not been ascertained. The theory of low water in the river is not believed by many. Some think the mouth of the tunnel is choked with ice. The citizens in various localities have organized into patrol companies, as a preventive against fire to-night. The *Commercial* and *Courier* printing offices were obliged to draw water from the creek to get off their papers. All places of business requiring steam, and which are supplied by the city water-works, have stopped, causing a loss to thousands of operatives. The water-wheels of the mills at Black Rock are several feet out of water.

Arrest of Buffalo Bill and Ned Buntline.

ST. LOUIS, Mo., Dec. 26.—Ned Buntline, who, with Buffalo Bill and Texas Jack, have been playing a sensational drama at the Grand Opera-house here, were arrested to-day on warrants issued at the instance of Prosecuting Attorney Normile, for alleged complicity in the riot which occurred in the southern part of the city in 1852. After examination, Ned Buntline was released in $600 bail on each of two indictments found against him twenty years ago. The proceedings are regarded as a farce.

Incorporation of Manchester by a Western Insurance Company.

BOSTON, Mass., Dec. 26.—The stockholders of the Faneuil Hall Insurance Company have voted unanimously to pay up assessments and make the capital of the Company $600,000, as required by their charter, and continue business. This is the only company, out of the twenty-seven Boston insurance offices enjoined by the Supreme Court in consequence of losses by the fire, which resumes business under its old charter.

Capt. J. S. Irvine, of the Twenty-Second Infantry, Wounded by an Indian.

WASHINGTON, Dec. 26.—A dispatch received at the War Department reports that Capt. J. S. Irvine, of the Twenty-second Infantry, was surprised and severely wounded by a shot from an Indian, three miles from Fort Bailly, on the 24th inst. The Indian is said to be the same one who stabbed and killed a soldier at the Cheyenne Agency last June. Efforts are making to arrest the Indian, who is still at large.

ANOTHER CHAPTER.

Fall of a Church Floor During a Festival.

Three Hundred Persons Precipitated Like a Cellar—Fourteen Killed and Forty or Fifty Wounded—Collapse of Two Roofs.

Fifty to Save.

WILLIAMSPORT, Penn., Dec. 26.—Last evening the Sabbath-school attached to the Baptist Church at Newberry, in the Seventh Ward of this city, assembled to participate in the celebration of Christmas night. Some one hundred women and children were present. The ceremonies of the occasion had been inaugurated, and Mr. Kinsler, of this city, proceeded to address the children, when a peculiar shake and quivering of timbers was felt, and daunted a shaking downfall of the building. He evidently had the impression taken firm hold upon those present than the floor gave way, precipitating the whole assemblage into the cellar below.

The church was constructed with an upper audience room, and it was in this that the congregation had assembled. The interior dimensions of the floor are twenty-six feet in width and forty feet in length. There was a centre aisle, with joists entirely placed on each side, and through the centre from above were two joists connecting with this main girth. Evidently the weight of those assembled sprung the truss beams, and the carpenter supposed out of their place, caused the terrible catastrophe. That is evident from the fact that the timbers were not broken. The gas-pipe, two inches in diameter, which ran beneath the centre girth, was bent double by the immense weight.

When the crash came, there were up a heart-rending cry from the congregation. Children wildly shrieked for their parents, and the groans of the wounded and dying filled the air. To add to the horror of the situation the oil-lamps fell and did fair to destroy all in a general conflagration. Those outside worked with a will, and used every possible effort to rescue the living. The church was now on fire, but, providentially, the flames could be reached, and were speedily extinguished.

Before the floor fell many of those within were able to reach the windows, and leaped to the ground, a distance of fifteen feet. In the panic several were wounded by being run over.

At 11 o'clock P. M. the dead bodies were removed. The following is a list of the killed:

John Bishop.
Boyd Mehaffy.
Mrs. Duncan Campbell and two children.
A child of C. V. S. McGinnis.
Miss Sadie Mottet.
Miss Mary Fisher.
Miss Grace Hoskins.
Miss Grace Seaman.
Miss Tittle.
A boy named Sherman.
A child of John Babb.
Mrs. John Wilkinson.

There were some forty or fifty wounded, among whom were the following:

Mrs. Thomas Ames, badly bruised.
Miss Sechman, slightly burned.
Mrs. Moffitt, badly bruised.
Miss Fessler, leg broken.
Daniel Newcomer, leg broken.
Miss Abraham Bertz, leg broken.
Robert McGinley, slightly injured.
Howard Reader, leg fractured.
Louis Reader, badly bruised.
Mrs. Jonathan Fisher, leg broken.
Miss Barkins, arm broken.
Mrs. E. J. Campbell, badly injured.
John Adams, badly injured.
Miss Thomas, limb broken.
Miss Toner, limb broken.
Andrew Manister, ribs broken.
Sadie Ramsey, ankle sprained.
Gertie Ramsey, wounded.
Miss Hoover, Miss Brown, Lewis Hart and Miss Woods, Miss Hamilton, Annie Shaw, Alice McBride and brother, Sam Wallis, Amanda Waits, and William Waits, were injured.

Lewis Cupp had his nose broken in four places, and others were more or less injured, among whom are Jackson Newcomer, Lottie Adams, Edward and Jennie Kinley, Lizzie Flagle, Geo. Beasling, Wm. Bellingworthy, J. N. C. Connelly, and a child of Mr. Berry, and Mr. and Mrs. J. B. G. Kinsloe.

Some of the injured will probably die. It is impossible to give the names of any more of the wounded at this time, as many of them were immediately removed to their houses in different parts of the city.

FALLEN ROOFS.

Snow Accumulations Crush in Two Buildings in Philadelphia—Several Workmen Buried.

PHILADELPHIA, Dec. 26.—About 11 o'clock this morning the roof of the roof of Whitney's foundry, on Seventeenth and Willow streets, fell under the immense weight of snow. Work was going on as usual, and it was thought a number of the workmen were buried in the ruins. Michael Collins and Gilbert Kelly were rescued with flesh wounds caused by the falling bricks. It was ascertained afterward that no workmen were buried in the ruins, except the two before mentioned as rescued. Ordinarily from one to two hundred are employed in the building that fell, but at the time of the accident they were fortunately engaged in other buildings.

Another accident similar to the above occurred this afternoon. The roof of Wiestar's Kahn Mills, corner of Canal and Poland streets, fell by the weight of snow, injuring the following persons: John Boudaresky, back broken; Chas. Tilton, cut in the head; Andrew Motherson, leg and shoulder injured; Alexander Kinder, arm and shoulders sprained; John Kelly, face and head badly burned; Charles Coleman, arm sprained. The roof took fire from the furnace, but it was soon extinguished.

AVALANCHE IN UTAH.

Several Teams and Teamsters Buried Alive.

SALT LAKE CITY, Utah, Dec. 26.—The weather at Salt Lake has been mild and rainy for three days, with heavy snows in the mountains. At Little Cottonwood, near Central City, a terrible snow-slide occurred to-day, from six to eight feet of snow having fallen in the last two days. At about 2½ o'clock this afternoon, an avalanche 600 feet wide and twelve feet deep came down, crossing the stage road, carrying away from eight to ten teams and teamsters, and taking them 1,500 feet across Cottonwood Creek. Three of the teamsters have been rescued, but alive, but badly bruised; four more, known to be buried, were not rescued, and it is thought impossible to find them before Spring, although search will be made to-morrow. The names of the missing have not yet been ascertained. Eight mules were dug out—some dead, some with legs broken, and others severely bruised. Several were after-ward shot. There have been no delays on the Pacific Road as yet.

The Lakes More Perilous Than the Sea.

From the Buffalo Express, Dec. 26.

The disasters to the commerce of the lakes are far greater than most people have any knowledge of. Insurance companies have occasion to know something of the misfortunes that attend lake navigation, but the general public will be surprised to learn that there have been nearly 900 disasters during the past season. These have involved the loss of millions of dollars, and the sacrifice of nearly 300 lives. The exact number thus far reported is 138. Of these, 119 were lost with the vessels upon which they were employed. The remainder fell overboard, were washed off by heavy seas running over the decks, or met with other accidents. Large as this number may seem to be, it is over sixty-one less than the reported loss of last year.

These figures would seem to indicate that the lake traffic is more hazardous than that of the ocean. Indeed, we believe it is generally conceded that there is greater danger from storms upon the lakes than on the ocean. The smaller surface of the lakes increases the danger in a storm, on account of the more furious and violent character of the waves, as well as the proximity of shores on every hand. An experienced mariner of several years' standing has told us a score. It is then that he gives the coast a wide berth. This cannot always be done by the lake mariner.

The heavy losses of this and past years are an appeal for a more perfect system of the signal service reports. The warnings already put up by those on the lake coast are invaluable, but they need to be increased and improved, so that the risks which are now incurred may in a large measure be avoided. This can be done, we believe, Myers, Chief of the Department, is doing all in his power to accomplish it. The saving in life and property this year over that of the year previous is partially owing to the warnings which the Department have given by their signals. When Gen. Myers shall have perfected his system, and his signals and warnings are more generally heeded by Captains and ship-owners, we may look for a largely reduced annual destruction of life and property on the lakes.

NOTES TO THE EDITOR.

To the Editor of the New-York Times:

I always like to read the writings of Charles Reade, and I was interested in the first chapters of his "Wandering Heir," published in *Harper's Weekly* last week. But I have found since commencing to it, Mr. Reade has—as he said to his readers:

"To give the poorer ones time at the house he went to, I will make the dessert a pretty extensive one, from a variety on the personal question."

He gets his company down to cards, and then he proceeds:

Mistress Anne Gregory held bad cards; she and he gave a very fine price for those in hollow. Devil go, quoth Will, how "would he. The rascal pulled out a full colored face, and with that Will's [illegible] Jarlsen, gur, I always lose when you look on." Mrs. Gregory called last, and had to pay. Now Will Grocery still lost, and had to pay. Now Will Grocery still lost, and had to pay. Now Will Grocery still lost

REAL ESTATE TRANSACTIONS.

In consequence of the severe storm, the auction sales at the Exchange yesterday morning, Thursday, Dec. 26, was very light, and no business was consummated, the sale of Second-hall, for Mr. Eli Abel (executor), sold at noon, of house and lot No. 426 West Forty-second street, by E. F. Hamilton, Son & Co., being postponed until the 6th of January. Sale in relation to executor's sale of house and lot on Norfolk-street, by Jere. Johnson, Jr., auctioneer was there, neither the auctioneer nor the parties interested putting in an appearance.

Today, at the Exchange, under several legal orders, the following real estate will be offered by the auctioneers named: By Edward M. Miller, as a Supreme Court sale, R. C. Reynolds, Esq., referee, the four five-story brick tenement-houses and lots known as Nos. 224, 226, 228, and 230 East Seventy-fifth-street, south side, 100 feet west of Second-avenue; lots 20 by 102.2. Also, at an executor's sale, the three-story brick-stoop front, house and lot No. 242 East Forty-second-street, south side, 125 feet west of Second-avenue; lot 16 by 100.5. Also, at a Supreme Court sale, by George I. Ingraham, Esq., referee, one lot, 51.10 by 98, with buildings thereon, located on the north-west corner of Wooster and Bonneyclet streets. Also, at an adjourned Supreme Court sale, by A. Hall, Esq., referee, 6 lots, 25 feet and 101 feet 8 in by 87.6 in, the north side of East Twenty-ninth-street, 181.6 feet east of Third-avenue; and at a similar sale, Wm. M. Howland, referee, the store and lot No. 1 Chesnut-street, being Walker-street lot 21.1 by 75. By A. J. Bleecker, Son & Co., as a Supreme Court sale, Gen. H. Brewster, Esq., referee, the four-story and basement brick house and lot No. 311 Fifth-avenue, west side, 24.7 feet south of Forty-first-street, 20 by 100.11 by 98, building 9 feet deep.

CITY REAL ESTATE.

TO LEASE.
NOS. 713 AND 715 BROADWAY, OPPOSITE NEW-YORK HOTEL. WOULD BE IMPROVED TO SUIT TENANT.
For particulars apply to
HORACE S. ELY,
No. 8 Pine-st.

TO LEASE.
BROADWAY, SOUTH-WEST COR. NEW-CHAMBERS-ST., 20 FEET, 6 INCHES; LOT 40x100. SAID TO BE LEASED FOR TWENTY-ONE YEARS WITH RENEWAL. APPLY TO TREASURE,
No. 22 Pine-st.

FOR SALE ON SEE AND PARK AVE.—No. 256 56th-st., decorated and furnished in the most elegant manner; No. 41 Park-av., now being decorated; price low, terms easy. Inquire of J. CAMPBELL, Pacific Bank.

COUNTRY REAL ESTATE.

HOTEL FOR SALE.—THE AMELIA Hotel, Amelia Court-house, Virginia, 40 miles from Richmond, on Richmond and Danville Railroad, containing sixty rooms, with brick stores on street, and 180 acres of land, adjoining Court-house. Apply for a description to the Clerk of the Court, or to E. S. SCHIEFFELIN, No. 15 East 30th-st., New-York.

ORANGE, N. J.—COUNTRY HOUSES, lands and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year; by WALKER E. SMITH, formerly Bloodwell & Smith, Orange, corner Main and Cona-st.

REAL ESTATE AT AUCTION.

A. J. BLEECKER, SON & CO., Auctioneers.
A. J. BLEECKER, SON & CO. WILL sell at auction THIS DAY, at 12 M., at Exchange Sales-room, under direction of George H. Brownell, referee, the four-story and basement brick house and lot No. 311 Fifth-av. (number 1 next to the south-west corner of 41st-st. 20 ft. 8 in. front, 98 feet deep. Maps at No. 17 Cedar-st.

STORES, &C. TO LET.

TO LET.
AN OLD-ESTABLISHED TEA STORE, Nos. 28, 30 and 32 Vesey-st., corner of Church, now occupied by Messrs. Ogden, Haggerty & Co. Possession 1st February next. Apply to C. & W. MERRIS, No. 32 Vesey-st., Room No. 6.

OFFICES TO LET.
IN THE TIMES BUILDING.
SPLENDID OFFICES NOW TO LET IN THE FIRST FLOOR OF THE TIMES BUILDING.
Apply at TIMES COUNTING ROOM.

A—TO LET.—NO SCOTCH DIRT-ST. NORTH of Fulton-ferry. A large and handsome first-class three-story front store, with two large and good under-cellars of same dimensions; size 24x75 feet. Apply to BLACKWELL & CO., 6 Liberty-st.

FACTORY TO LEASE—FORTY HORSE-power boiler, and with or without wood-working machinery, now Sedgewick Ferry, Brooklyn. Address W. C., Box No. 4,671, New-York City Post-office.

DWELLINGS TO LET.

UNFURNISHED.

TO LET.—FIRST FLOOR, NO. 120 WEST 46TH-st., fronting Central Park; four rooms, $12.

PROPOSALS.

PROPOSALS FOR WRAPPING PAPER AND TWINE.

POST-OFFICE DEPARTMENT,
WASHINGTON, D. C., Dec. 4, 1872.

SEALED PROPOSALS will be received at this Department until 12 o'clock noon, on Saturday, the 4th day of January, 1873, at which time they will be opened in the presence of bidders, for furnishing Wrapping-paper and Twine for the use of the Post-offices in the United States for the year ending June 30, 1874, and from the 1st day of February, 1873, the said articles to be delivered free of charge to the Department at the BLANK AGENCY of the Post-office Department, Washington, D. C.

The quality and the estimated quantity of each article required will be found specified below:

18,000 reams of Wrapping-paper, 20x28 inches in size, and to weigh 32 pounds to the ream, each ream to contain 20 perfect quires.

120 reams of Wrapping-paper, 24x36 inches in size, and to weigh 48 pounds to the ream, each ream to contain 20 perfect quires.

40,000 pounds of Cotton Twine, to be 3-ply, and to measure from 72 to 73 yards to the pound; sufficient strength to sustain a strain of 20 pounds, and to be put up in balls weighing about a half pound each, and so bound as not to be liable to become entangled in handling.

20,000 pounds of coarse Hemp Twine, to be 3-ply, and to measure from 36 to 37 yards to the pound, and to be put up in balls weighing from one to two pounds each, and so bound as not to become liable to become entangled in handling.

Samples of the articles required will be furnished to persons who desire to bid, on application to the First Assistant Postmaster-General, Washington, D. C.

More or less than the estimated quantities may be ordered at the discretion of the Department, as may be required for the use of the Department.

A week will be made for each article separately if deemed most advantageous to the Department.

Bids not made in conformity with this advertisement will be rejected.

Each bidder must furnish with his proposal guarantees of his ability to comply with his bid, and a certificate from a Postmaster that such guarantors are reliable persons.

A bond with two sufficient sureties will be required in each contract.

A failure to furnish promptly any article contracted for, or an attempt to impose upon the Department articles inferior, in the opinion of the Postmaster-General, to those contracted for, will be considered sufficient cause for the forfeiture of the contract.

The Postmaster-General reserves the right to reject any or all bids if, in his opinion, it is required by the interests of the Department.

Proposals must be inclosed on the envelope "Proposals for Wrapping Paper," or "Proposals for Twine," and addressed to the First Assistant Postmaster-General, Washington, D. C.

JNO. A. J. CRESWELL, Postmaster-General.

PROPOSALS FOR LETTER SATCHELS.

POST-OFFICE DEPARTMENT,
WASHINGTON, D. C., Dec. 6, 1872.

SEALED PROPOSALS will be received at this Department until the 8th day of January, 1873, at 12 o'clock noon, for furnishing Letter Satchels for the use of the Post-offices in the United States for one year from and after the 1st day of February, 1873, of the following description, namely:

First.—Balances capable of weighing light packets, averaging weight to be graduated by half ounces. Of this class 10 is supposed that 300 will be wanted.

Second.—Balances of the same capacity, graduated by the metric or gramme system. Of this class 100 may be required.

Third.—Balances capable of weighing four pounds, averaging weight to be graduated by half ounces. Of this class 10 is supposed that 300 will be wanted.

Perfect accuracy, strength, and durability will be required in the Balances in every instance.

Samples of the Satchels and Balances must accompany each bid, and the bidder who may obtain the contract will be required to furnish Balances of a quality in all respects equal to the sample.

Each Balance must be well and securely packed in a box for transportation, and delivered, free of all expense, to the BLANK AGENCY, Washington, D. C.

More or less than the estimated quantities may be ordered at the discretion of the Department, as may be required for the use of the Post-office Department.

Awards will be made for each article separately if deemed most advantageous to the Department.

Bidders made in conformity with this advertisement will not be considered.

Each bidder must furnish with his proposal guarantees of his ability to comply with his bid, and a certificate from a Postmaster that such guarantors are reliable persons.

A bond with two sufficient sureties will be required in each contract.

A failure to furnish promptly any article contracted for, or an attempt to impose upon the Department articles inferior, in the opinion of the Postmaster-General, to those contracted for, will be considered sufficient cause for the forfeiture of the contract.

The Postmaster-General reserves the right to reject any or all bids if, in his opinion, it is required by the interests of the Department.

Proposals must be inclosed on the envelope "Proposals for Letter Satchels," and directed to the First Assistant Postmaster-General, Washington, D. C.

JNO. A. J. CRESWELL, Postmaster-General.

FURNITURE.

E. G. BELLEW,
DESKS,
Office and Library Furniture,
NO. 103 FULTON-ST., NEW-YORK.
Manufactory for the Trade.

FURNITURE, CARPETS AND BEDding, cheap for cash, or weekly or monthly payments taken, at G. BAUR'S, No. 338 Bowery.

FINANCIAL.

THE
Consolidated Mortgage Bonds
OF THE
ST. LOUIS
AND
SOUTH-EASTERN RAILWAY CO.
(CONSOLIDATED)
of Illinois, Indiana, Kentucky, and Tennessee.
20 years to run, with Sinking Fund of 2 1-2 per cent. of Gross Earnings.
PRINCIPAL AND INTEREST PAYABLE IN GOLD IN NEW-YORK. INTEREST SEMI-ANNUALLY, FEBRUARY AND AUGUST.

This road is formed by the consolidation of the St. Louis and South-eastern, the Evansville, Henderson and Nashville, and the Edgefield and Kentucky Railroads, and is the shortest and most possible route from ST. LOUIS and CHICAGO to NASHVILLE, MONTGOMERY, ATLANTA, MACON, MOBILE, SAVANNAH, and CHARLESTON. Its superstructure and equipment are unsurpassed by any in the West.

ITS MONTHLY EARNINGS HAVE, SINCE THE CONSOLIDATION, ALREADY REACHED AN AVERAGE OF $105,000, AND ARE AMPLE TO OPERATE THE ROAD AND PAY THE INTEREST ON THE ENTIRE BONDED DEBT.

Three hundred and fifty-eight miles of this road are completed and fully equipped. The Consolidated Bonds are issued at the rate of $21,000 per mile for the purpose of making a single track, completing branches, and supplying equipment to meet the rapidly-increasing business. $1,500,000 have been sold, and we offer a limited number at 90 and accrued interest in currency.

The St. Louis Board of Trade recently passed a series of resolutions expressing the opinion "THAT THIS WILL BECOME ONE OF THE BEST PAYING LINES LEADING OUT OF ST. LOUIS," congratulating the stockholders on "THE HONORABLE AND ABLE MANAGEMENT OF ITS PROPERTY," expressing the belief "that THE SECURITY OFFERED BY THE CONSOLIDATED MORTGAGE BONDS TO THE AMOUNT OF $21,000 PER MILE IS GOOD, AND RECOMMENDING THEM WITHOUT HESITATION AS AN INVESTMENT TO CAPITALISTS, BOTH AT HOME AND ABROAD."

Under the terms of the Consolidated Mortgage not the holding Bonds issued by the St. Louis and South-eastern Railway Company of Illinois and Indiana, or by the Evansville, Henderson, and Nashville Railroad Company, (7 per cent. currency,) are entitled to the privilege of exchanging the same for the Consolidated Bonds, and can do so upon application.

We unhesitatingly recommend these Bonds as an unexceptionable Railway Security.

Full particulars furnished, upon application, by

GEORGE OPDYKE & CO.,
No. 25 Nassau-st., New-York.
WINSLOW & WILSON.
No. 70 William-st., New-York.

I., B., & W.,
EXTENSION RAILWAY
First Mortgage 7 per Cent. Convertible
GOLD BONDS,
COUPONS PAYABLE 1ST JANUARY AND 1ST JULY.

THE INDIANAPOLIS, BLOOMINGTON and WESTERN ROAD (from Indianapolis to Peoria, 162½ miles) HAS BEEN IN OPERATION TWO YEARS, and has not yet reached its ultimate connections. Its earnings, as the Company, including the Peoria Division, are sufficient to pay all charges of the Company, including the interest on the Bonds, and which, it is estimated, will be when completed an income larger than that of the old road at the present time.

Nearly fifty miles of the Extension to Michigan City and the whole will be completed during 1873, making a trunk line of road, under one corporation, of 423 miles, in a section not surpassed by any in the West. It is evident, as it grows, its security is added to the value of the Bonds.

We recommend these Bonds as one of the most desirable securities in the market to all investors, and especially to banks, insurance companies, and for the small trust funds.

All having large investments to make are invited to go over the line and make personal examination. Pamphlets, maps, &c., furnished on application.

Turner Brothers,
Bankers, No. 16 Nassau-st.

Geo. Opdyke & Co.,
BANKERS,
No. 25 Nassau-st., New-York.
ACCOUNTS OF BANKS, BANKERS, CORPORATIONS, FIRMS AND INDIVIDUALS SOLICITED.
DEPOSITORS ENJOY THE SAME ADVANTAGES AS WITH INCORPORATED BANKS—FOUR PER CENT. ON DAILY BALANCES, CREDITED MONTHLY.
COLLECTIONS MADE AT LOWEST RATES.
INVESTMENT SECURITIES A SPECIALTY.

EDWARD HAIGHT & CO.
BANKERS,
NO. 9 WALL-ST., N. Y.
FIVE PER CENT. Interest Allowed on Deposits.

The business of our firm is the same as any State or National Bank.

Individuals, or firms having with us may deposit and draw as they please, the same as with any Bank, and we allow five per Cent. Interest on all balances.

We buy and sell Bonds, Stocks, Gold, Bankers' paper, and collect Business Notes and Drafts through out the United States, giving prompt returns.

WINSLOW & WILSON,
No. 70 William-st., New-York.

We offer for sale
THE FIRST CONSOLIDATED MORTGAGE 7 PER CENT. THIRTY-YEAR GOLD BONDS, OF THE ST. LOUIS AND SOUTH-EASTERN RAILWAY COMPANY, (of Illinois, Indiana, Kentucky, Tennessee, the principal and interest of which are payable in GOLD IN NEW-YORK,) FREE OF U. S. GOVERNMENT TAX. These Bonds are COUPON and REGISTERED, and are issued in denominations of $500 and $1,000.

The present actual earnings: August, 1872, $86,151 62; September, $100,327 87; October, $112,057 88.

All the above-named roads are thoroughly equipped with Pullman Palace Cars between Nashville, St. Louis, and Chicago.

JOHN MUNROE & CO.,
BANKERS, NO. 8 WALL-ST., NEW-YORK.
ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELLERS' CREDITS AVAILABLE IN ALL PARTS OF THE WORLD.

TREASURER'S OFFICE,
CITY OF ALLEGHENY, Dec. 16, 1872.

ALLEGHENY CITY CONSOLIDATED FUNDING BONDS WANTED.

Sealed proposals will be received at this office, Allegheny, Penn., until 12 o'clock M., on the 31st day of December, 1872, for the purchase of $100,000 of the above-named Bonds.

Bonds will be made for such amounts as may be desired not less than $1,000 each.

Interest will commence on the 1st day of January, 1873.

The SINKING FUND for 1873 will be invested in these Bonds as the interest will be received.

Proposals are requested for the number of each denomination of Bonds desired.

Proposals will be opened by the undersigned on WEDNESDAY, Jan. 1, 1873.

D. MAGEBURGH,
Treasurer of the City of Allegheny, Penn.

OFFICE CENTRAL PETROLEUM CO.,
No. 61 PINE-ST., NEW-YORK, Dec. 26, 1872.

THE ANNUAL MEETING OF THE STOCKHOLDERS of this Company for the election of trustees to serve for the ensuing year, and for the transaction of such other business as may come before the meeting, will be held at the office of the Company on MONDAY, Jan. 6, 1873, at 12 M.

Polls open from 12 M. to 1 P. M.
LOUIS V. BELLONI, Jr., Secretary.

NOTICE.—STOLEN ON THE 24TH INST. the following securities: Ten (10) Erie Railway Company bonds of the consolidated mortgage of 1871, numbered from 1,001 to 1,010 inclusive; also certificate of stock No. 25,257 for one hundred shares capital stock of the New-Orleans, Mobile & Texas Railroad Company. All persons are hereby cautioned against dealing in the above securities, as payment has been stopped at the Erie Railway Company's office, and application will be made for the issue of new certificates in place of the above-named securities.
F. H. WALKER, Secretary.

A REGULAR MEETING OF THE STOCKHOLDERS of the American Metaline Company for the election of officers and the transaction of such other business as may come before the meeting will be held at the office of the Company, Campbell's Hall, No. 207 Broadway, New-York, on the 27th day of December, 1872, at 2 P. M.
STUART GWYNN, Vice-President.
L. WASHINGTON, Secretary.

OLD INDIANA STATE BONDS WITH over-due coupons bought.
GEO. K. SISTARE, No. 24 Nassau-st.

FINANCIAL.

7 Per Cent. Gold
First Mortgage Bonds of the Springfield and Illinois South-Eastern Railway.

We believe we have bonds in the offer we are asking for them, offer greater inducements of security than any railway bonds upon the market. They are a first lien on only 32 miles, from a populous and fully equipped road, fully equipped, having a TRAFFIC GUARANTEE by which it is estimated that more than two hundred thousand dollars of these bonds will be redeemed as per sinking fund secured interest annually by the time paying the foundation holders of the drawn bonds over 10 per cent. interest, and, under the investment, and security is per cent. interest and also participate drawn.

We invite the attention of capitalists to this security as a particularly desirable one, and shall be glad to answer enquiries, and shall not all particulars upon application.

JONES & SCHUYLER,
No. 12 Pine-st., New-York.

THE GREAT
MIDLAND RAILROAD
Now Nearly Completed.

The remainder of the FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS are limited to $20,000 TO THE MILE of road, actually laid and in running order, offered to close out the loan.

The New-Jersey division of the Road is finished and trains are now running between Jersey City, Trout Creek, and the road is in successful operation for a long distance. A short gap in the construction of the New-York division alone prevents running through from New-York to Oswego. Work is progressing on this unfinished section with the utmost energy, and we hope soon to announce the completion of the entire road of this great Trunk Line from New-York to Oswego.

These Bonds, in our judgment, possess in a marked degree the elements of

ABSOLUTE SECURITY AND LIBERAL INCOME.

Pamphlets with full particulars furnished.

For sale or exchanged for Government and other securities at their highest value, by

GEORGE OPDYKE & CO.,
Financial Agents of the Company,
No. 25 Nassau-st.

VERMILYE & CO.,
BANKERS,
16 and 18 Nassau-st., New-York.
DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR SALE.
BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS AND GOLD.
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

WALKER, ANDREWS & CO.,
No. 14 Wall-st.,
ANDREWS & CO., Paris,
BANKERS.
Travellers' and Commercial Credits, Circular Notes, Exchange on Paris and UNION BANK OF LONDON. Deposits received, Drafts and Bills on commission, RAILWAY BONDS NEGOTIATED.

JANUARY INVESTMENTS.
FITCH, OTIS & CO.,
NO. 11 PINE-ST.,
OFFER A FEW DESIRABLE
10 PER CENT. NEBRASKA BONDS,
GUARANTEED BY NATIONAL BANK.
SEMI-ANNUAL INTEREST IN NEW-YORK.
SOUTH SIDE RAILROAD
OF LONG ISLAND.
FIRST MORTGAGE BONDS FOR SALE.
JACOB R. SHEPHERD & CO.,
NO. 34 PINE-ST., NEW-YORK.
Descriptive pamphlets furnished upon application.

THE MILWAUKEE AND NORTH-WESTERN RAILWAY COMPANY.
Has completed and equipped eleven miles of its road, and is now running it to Watertown, where connection is made with the Wisconsin Central.
The First Mortgage Bonds of the Company bear 8 per cent. interest, payable June and December, and are issued at the rate of $16,000 per mile. For the remaining 89 miles with Green Bay, by the shortest practicable line, the Company engages with the trustee to issue Bonds at the rate of $16,000 per mile, and to deposit one-half the proceeds with the trustee, to be paid out only as the road is completed and the earnings of the Company justify the same.
A large portion of the loan has been taken by parties living on the line of the road, and the balance is offered to secure a market for it.
GREENLEAF, MORRIS & CO.,
No. 40 Exchange-place.

ATLANTIC INSURANCE SCRIP
BOUGHT AND SOLD BY
WM. C. GILMAN, No. 42 Pine-st.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE CO.,
NO. 49 WALL-ST., CORNER OF WILLIAM-ST.,
NEW-YORK, Dec. 26, 1872.

THE BOOKS OF THIS COMPANY will close on the 31st inst., preparatory to the annual election on the 2d proximo, and will open with the 1st of January next. We are requested to furnish a statement of all claims for losses by fire during the year to the 1st of January next, for presentation, so as to prevent delay in the adjustment of payments.
JOHN STAPLES, Secretary.

FAIRCHANCE IRON COMPANY,
FAIRCHANCE, Penna., Dec. 23, 1872.

NOTICE TO STOCKHOLDERS.—THE Iron Company will be held at the office of the Company in the Borough of Uniontown, Fayette County, Penn., on the SECOND WEDNESDAY (being the 8th day) of January next, at 10 o'clock A. M., for the purpose of electing Directors for the ensuing year.
JOHN WILSON, Secretary.

NORTH NATIONAL BANK,
NEW-YORK, Dec. 23, 1872.

THE ANNUAL ELECTION OF DIRECTORS of this bank will be held at the banking-room, No. 67 Broadway, on TUESDAY, Jan. 14, 1873, between the hours of 11 M. and 1 P. M.
JOHN T. HILL, Cashier.

FROM TEXAS DATE.—THE FOURTH NATIONAL Bank is the depositary and only financial agent of the State of Georgia in the City of New-York, where matured State Bonds can be exchanged for Bonds of the Consolidation of Bonds, and semi-annual coupons on Georgia Bonds cashed.
H. I. ANGIER, State Treasurer of Georgia.
New-York, Dec. 5, 1872.

MECHANIC AND TRADERS' NATIONAL BANK,
CORNER BOWERY AND BROOME-ST.,
NEW-YORK, Dec. 26, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this Bank will be held at the banking-house, No. 243 Bowery, on TUESDAY, Jan. 14, 1873, between the hours of 10 A. M. and 1 P. M.
GEORGE W. YOUARD, Cashier.

Office of the Hamilton Fire Insurance Company,
No. 61 Pine-st.,
New-York, Dec. 23, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this Company will be held at the office of the Company on MONDAY, Jan. 6, 1873. The polls will be open from 12 M. to 2 P. M.
H. E. BENDEL, Secretary.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK,
NEW-YORK, Dec. 23, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this Bank will be held at the banking-house, No. 58 William-st., on TUESDAY, Jan. 14, 1873, between the hours of 10 A. M. and 1 P. M.
A. A. BRADLEY, Cashier.

BANK OF NORTH AMERICA,
NEW-YORK, Dec. 23, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this bank will be held at the banking-house, No. 44 Wall-st., on TUESDAY, Jan. 14, 1873, between the hours of 11 and 1 P. M.
A. A. BRADLEY, Cashier.

MECHANITC EXCHANGE NATIONAL BANK, OF THE CITY OF NEW-YORK, NO. 97 BROADWAY,
NEW-YORK, Dec. 23, 1872.

THE ANNUAL ELECTION FOR DIRECTORS of this bank will be held at the banking-house on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.
A. A. ARCADAY, Cashier.

NOTICE is hereby given that application has been made to the Commissioners of Pilotage for the Port of New-York for a license as pilot of the steamer Canada, No. 1,307 for the district from New-York to Quebec, and that I, the undersigned, intend to appear before the said Commissioners at their office, No. 67 Broadway, on STUESDAY, Jan. 14, 1873, at 11 o'clock A. M., to oppose the granting of the same.
GALEB S. ARMEN, Examiner of Pilots for the district.
Dated DEC. 1, 1872.

FINANCIAL.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 Per Cent.
GOLD BONDS.

AN EAST AND WEST AIR-LINE OF 106 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, part of the Illinois railway system in the West.

The WESTERN DIVISION ninety-five miles of the Indianapolis connection for the first time through car connection with the

BLOCK COAL FIELDS

of Indiana, will be commenced and ready for business with an ample first-class freight and passenger equipment, by FEBRUARY, 1873.

It traverses a populous and a thickly cultivated section, now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will be paid in cash by the stockholders and purposes.

Bonds $1,000 each, payable thirty years, principal and interest in GOLD COIN OF GOVERNMENT TAX.

Sinking Fund for payment of gross earnings.

Whole issue, $3,500,000, of which three-fourths are selling are on COMPLETED ROAD.

For sale at fixed current interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained)

WALKER, ANDREWS & CO.,
No. 14 Wall-st., New-York.

LAKE SHORE AND
MICHIGAN SOUTHERN
RAILWAY COMPANY
NEW SINKING FUND BONDS,
COUPON AND REGISTERED.
$6,000,000,

Bonds due Oct. 1, 1892, with Interest at Seven per Cent., payable semi-annually; April and October, at the office of the Union Trust Co. of New-York.

$250,000, or Ten Per Cent. of the Loan, to be retired annually by the Sinking Fund.

Coupon Bonds of.....$1,000 each.
Registered Bonds or $1,000, $5,000, and $10,000 each.
Price, 92 1-2 and Accrued Interest.

ROBINSON, CHASE & CO.,
BANKERS, NO. 18 BROAD-ST.

Lake Ontario Shore R.R.
7 PER CENT. GOLD
FIRST MORTGAGE BONDS
At 92 1-2 and Accrued Interest.

Issue $30,000 per mile. Subscriptions to the Capital Stock over $2,000,000. Road runs through a populous and rich agricultural district from Oswego to Lewiston, on the Niagara River, with branches to Buffalo and Suspension Bridge. Connects at either end with leading Trunk Lines; is admirably located for securing large and profitable local and through business; 145 miles of track already laid; and when finished, 180 miles, under contract to be finished within ensuing year. Pamphlets with full particulars furnished.

We commend the above loan as one of the most reliable and attractive on the market. For sale by

GEORGE OPDYKE & CO.,
No. 25 Nassau-st.

CHICAGO AND CANADA
SOUTHERN RAILWAY COMPANY

7 PER CENT. 1ST MORTGAGE GOLD BONDS, coupon and registered. Interest payable April and October, in New-York. The road, now nearly completed, making rapid progress toward completion, is the western end of the NEW AIR LINE from Chicago to Buffalo, forming the shortest connections at Chicago, Toledo, Detroit and Buffalo.

Pamphlets and full information furnished by

LEONARD, SHELDON & FOSTER
BANKERS, NO. 19 WALL-ST.
WINSLOW, LANIER & CO.,
BANKERS, NO. 27 PINE-ST.

CONVERTIBLE
MIDLAND BONDS

A 7 per cent. Mortgage Bond for sale on one of the great trunk running from New-York City—on THE THIRD LARGEST ROAD IN NEW-YORK STATE. The most desirable bond of all the Midland system, affording the largest income and promising the greatest profit.

Price 92 and interest.

We believe them one of the safest and most profitable investments offered in this market for years.

ALLEN, STEPHENS & CO
BANKERS,
SOLE AGENTS FOR THIS LOAN,
No. 25 PINE-ST.

OFFICE METROPOLITAN GAS-LIGHT COMPANY,
BROADWAY, CORNER 42D-ST.,
NEW-YORK, Dec. 19, 1872.

THE ANNUAL MEETING OF THE Stockholders of the Metropolitan Gas-light Company, for the election of directors to serve for the ensuing year, will be held at the Company's office, corner of Broadway and 42d-st., on MONDAY, Jan. 13, 1873.

Polls open from 10 M. to 2 P. M.
The transfer-books will be closed from the 1st of January next, until the 2d of January.
JAMES MCMULLIN, Secretary.

THE COUPONS DUE JAN. 1, 1873, ON said Bonds of the INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY, will be paid by WALKER, ANDREWS & CO., No. 14 Wall-st., in gold, on and after Jan. 1, 1873.

PHILADELPHIA AND READING RAILROAD COMPANY,
OFFICE NO. 227 SOUTH 4TH-ST.,
PHILADELPHIA, Dec. 12, 1872.

DIVIDEND NOTICE.

The transfer books of this Company will be closed on the 21st of December next, and reopened on 7th February, 1873.

A dividend of FIVE PER CENT. has been declared on the preferred and common stock, clear of all taxes, payable in gold, on and after the 25th of January next, to the holders of interest as they stand registered on the books of the Company at the close of business on the 31st of December.

Blank orders for dividends can be obtained at this office.
S. BRADFORD, Treasurer.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

The coupons of the Bonds of the Atlantic and Pacific Railroad Company and South Pacific Railroad Company, due Jan. 1, 1873, will be paid on and after that date, at the National Bank of Commerce, New-York.
A. V. STOUT, Treasurer.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

The coupons of the Second Mortgage Bonds of the Pacific Railroad, (of Missouri,) due Jan. 1, 1873, will be paid at the National Bank of Commerce, New-York.
A. V. STOUT, Treasurer.

OFFICE OF ERIE RAILWAY COMPANY,
NEW-YORK, Dec. 19, 1872.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY FIRST MORTGAGE SEVEN PER CENT. COUPONS.
LOUISVILLE AND NASHVILLE RAILROAD COMPANY FIRST MORTGAGE SEVEN PER CENT. COUPONS.
NASHVILLE AND DECATUR RAILROAD COMPANY FIRST MORTGAGE SEVEN PER CENT. COUPONS.
SOUTH AND NORTH ALABAMA RAILROAD COMPANY FIRST MORTGAGE EIGHT PER CENT. GOLD COUPONS.

All due Jan. 1, 1873, will be paid on presentation at our office, on and after 2d proximo.
DREXEL, MORGAN & CO.

OFFICE OF THE FARMERS' LOAN AND TRUST COMPANY,
No. 36 WILLIAM-ST.,
New-York, Dec. 19, 1872.

AT A MEETING OF THE FINANCE Committee of the Farmers' Loan and Trust Company, held this day, the following resolution was adopted, viz.:

Resolved, That a Dividend of Five per Cent. be declared, payable to the stock-holders, on the 2d of January proximo, and that the books close on the same until the 2d proximo.

Resolved, That the dividends of this Company hereafter be declared quarterly, in the months of February, May, August and November.
By order of the Board.
H. G. ROLFSON, President.

TREASURER'S OFFICE,
NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD COMPANY, GRAND CENTRAL DEPOT,
CORNER 4TH-ST. AND 4TH-AV.,
NEW-YORK, Dec. 7, 1872.

A DIVIDEND OF TWO PER CENT. has this day been declared on the capital stock of this Company, payable at this office on or and after 2 Jan., 1873.

The transfer-books will be closed from Dec. 11 to Jan. 1, both days inclusive.
JOHN T. SHELTON, Treasurer.

OFFICE OF THE CENTRAL PACIFIC RAILROAD COMPANY, No. 54 WILLIAM-ST.,
NEW-YORK, Dec. 20, 1872.

THE COUPONS OF THE FIRST Mortgage Bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY, the CALIFORNIA PACIFIC RAILROAD COMPANY, and the CALIFORNIA AND OREGON RAILROAD COMPANY, due Jan. 1, 1873, will be paid, in gold, at the office of Messrs. Fisk & Hatch, No. 5 Nassau-st., on and after that date.

Coupons of twenty or more coupons may now be presented for payment. The office will be open daily, from 10 A. M. to 3 P. M., except Saturdays, when it will be closed at 12 M.
C. P. HUNTINGTON, President.

OFFICE OF THE NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY,
(STONINGTON RAILROAD,)
NEW-YORK, Dec. 7, 1872.

A QUARTERLY DIVIDEND OF TWO and one-half per cent. on the capital stock of this Company, will be paid at the office of Messrs. Morton, Bliss & Co., No. 30 William-st., New-York, on and after the 15th inst.

Transfer books will be closed from this date until the 15th January.
E. H. NOYES, Secretary.

OFFICE OF THE CANADA SOUTHERN RAILWAY COMPANY, No. 18 WILLIAM-ST.,
NEW-YORK, Dec. 24, 1872.

THE SEMI-ANNUAL INTEREST OF SIX per cent. gold bonds, due Jan. 1, 1873, will be paid on and after Jan. 2, on presentation at the banking-house of Geo. Opdyke & Co., No. 25 Nassau-st., New-York, or at the office of the Company in Montreal.
WILLIAM WOOD, President.
OSWEGO, N. Y., Dec. 18, 1872.

OFFICE OF WEST WISCONSIN RAILWAY COMPANY,
No. 24 BROADWAY,
NEW-YORK, Dec. 24, 1872.

THE COUPONS OF THE FIRST mortgage land grant bonds of the West Wisconsin Railway Company, due Jan. 1 next, will be paid in gold, free of Government tax, on and after Jan. 2, at this office.
F. E. TROWBRIDGE, Treasurer.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK,
NEW-YORK, Dec. 23, 1872.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-Annual Dividend of Four per Cent., free of Tax, payable on and after Jan. 2, 1873.

The transfer-books will be closed from 24th inst. until that date.
ANTHONY HAINES, Cashier.

THE MARKET NATIONAL BANK
OF NEW-YORK, Dec. 23, 1872.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-Annual Dividend of FIVE (5) PER CENT., free of tax, payable on and after Jan. 2, 1873. The transfer-books will be closed until the 31st inst.
THEOS. F. ELLIS & CO., Bankers,
No. 14 Pine-st.

ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.,
No. 15 NASSAU-ST., NEW-YORK, Dec. 24, 1872.

COUPON NO. 1 OF THE FIRST MORTGAGE GOLD BONDS of this Company will be paid on and after Jan. 2, 1873, at the office of the Company, No. 15 Nassau-st., or at the office of GEORGE OPDYKE & CO., No. 25 Nassau-st., New-York.
CHAS. W. PIERCE, Secretary.

THE BANK OF NEW-YORK,
NATIONAL BANKING ASSOCIATION,
NEW-YORK, Dec. 6, 1872.

THE ANNUAL MEETING OF THE STOCKholders of this Bank will be held at the banking-room on TUESDAY, Jan. 14, 1873. Polls open from 12 to 1 o'clock P. M.
E. MERRIAM, Cashier.

THE ANNUAL ELECTION FOR DIRECtors of this Bank will be held at the banking-rooms, corner of Broadway and Leonard-st., on TUESDAY, Jan. 14, 1873, between the hours of 10 A. M. and 1 P. M.
CHARLES H. ROGERS, Cashier.

THE MARKET NATIONAL BANK,
NEW-YORK, Dec. 23, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this Bank will be held at the banking-house on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 1 P. M.
A. GILBERT, Cashier.

DENTISTRY.

COLTON DENTAL ASSOCIATION
Originators of the amalgamator line of nitrous oxide gas, administered in the most improved manner, do nothing but or teeth, and their recently re-fitted rooms, No. 19 Cooper Institute.

DIVIDENDS.

NATIONAL TRUST COMPANY.
NEW-YORK, Dec. 19, 1872.
DIVIDENDS.

The trustees of this Company have declared a dividend of four (4) per cent. out of the earnings of the past six months, payable on and after the 2d day of January next.

Transfer books closed on and after the 20th inst., until the 2d of January.
JAMES MCMULLIN, Secretary.

THE COUPONS DUE JAN. 1, 1873, ON said B

SHIPPING.

CUNARD LINE.

THE RETURN AND FOUR AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
Abyssinia, 1,800 Tons.	Algeria, Wednesday, Jan. 15.
*Calabria, Wednesday, Jan. 1.	Columbia, Wednesday, Jan. 22.
Persia, Wednesday, Jan. 8.	Algeria, Wednesday, Jan. 29.

And every following WEDNESDAY and SATURDAY from New-York.

Steerage passage from * do not carry steerage passengers.

RATES OF PASSAGE.

Cabin, $80, $100, and $120, gold, according to accommodations.

Return tickets on favorable terms.

Steerage, $30 currency.

Drafts issued for any amount, payable on demand in all parts of Europe at lowest rates.

French bills of Indemnity given for Passage, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports.

For freight and cabin passage apply at the Company's office, No. 4 Bowling-green.

For steerage passage at No. 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL.

CARRYING THE

UNITED STATES MAIL.

NEW AND SPLENDID IRON STEAM SHIPS, sailing from Pier (new) No. 44, N. R., foot of Canal-st., as follows:

ADRIATIC.....SATURDAY, Dec. 21, at 2 P. M.
COLUMBIA.....SATURDAY, Dec. 28, at 7 A. M.
BALTIC.....SATURDAY, Jan. 11, at 12 M.
ATLANTIC.....SATURDAY, Jan. 18, at 5 A. M.
CELTIC.....SATURDAY, Jan. 25, at 2 P. M.

From the White Star Dock, Fortieth, Jersey City.

Passenger accommodations (for all classes) unsurpassed.

SAFETY, SPEED AND COMFORT.

Passengers booked through to all points in MIDDLE STATES, WESTERN STATES and CANADA.

Surgeons and stewardesses accompany these steamers.

Rates of passage, $80, gold, currency.

These wishing to send for friends from the old country can now obtain steerage prepaid certificates, full conveyance.

Drafts issued for sums of £1 and upward, payable on demand in all parts of Great Britain and Ireland.

For freight or passage apply to JOHN G. DALE, Agent, No. 15 Broadway, New-York.

NATIONAL LINE

OF STEAMSHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.

FORTNIGHTLY TO LONDON DIRECT.

Pier, First Nos. 44 and 45 North River.

TO QUEENSTOWN AND LIVERPOOL.

CARADOC, Wednesday, Jan. 1, at 5 A. M.
GREECE, THOMAS....Wednesday, Jan. 1, at 10 A. M.
BOYNE, Gregory.....Wednesday, Jan. 8, at 5 A. M.
FRANCE, Thomas.....Wednesday, Jan. 15, at 10 A. M.
ERIN, Lawson.....Saturday, Jan. 4, at 2 P. M.

Above steamers are

THE LARGEST IN THE TRADE.

Cabin passage.....$75 and $80, currency
Steerage.....$30, currency

Tickets to and from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, or Antwerp.

CHEAPER THAN BY ANY OTHER LINE.

For further information apply at the Company's office, No. 69 Broadway.

J. W. J. HURST, Manager.

ANCHOR LINE.

EXPRESS PASSENGER STEAMERS SAIL FROM NEW-YORK EVERY SATURDAY FROM PIER NO. 20 NORTH RIVER.

Passengers booked through and forwarded to and from all railroad stations in Great Britain and Ireland, Germany, Norway, Sweden, or Denmark and America by the most speedy, economical, and comfortable route.

Rates of passage from New-York to GLASGOW, LONDONDERRY, LIVERPOOL, LONDON, HAVRE, PARIS, HAMBURG, NORWAY, STOCKHOLM, COPENHAGEN, and all parts of Europe, as follows:

Saturday, Dec. 14.....VICTORIA	Saturday, Jan. 4
Saturday, Dec. 21.....EUROPA	Saturday, Jan. 11
Saturday, Dec. 28.....ANCHORIA	Saturday, Jan. 18
Saturday, Jan. 4.....INDIA	Saturday, Jan. 25

Passengers from Pier No. 8 North River, New-York:

Cabin passage to LIVERPOOL or QUEENSTOWN, $75 gold, or its equivalent.

Intermediate, $40; steerage, $30, currency.

Certificates to bring out friends at low rates.

Drafts issued for any amount, payable on demand in all parts of Great Britain and Ireland, Germany, Norway, Sweden, Denmark, and Paris, at reduced rates.

For passage or further information apply at the Company's offices, No. 7 Bowling-green, New-York.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Mail Steamers are appointed to sail as follows:

CITY OF PARIS.....Saturday, Dec. 28, 2 P. M.
CITY OF NEW-YORK.....Saturday, Jan. 4
CITY OF BRISTOL.....Thursday, Jan. 9, 2 P. M.
CITY OF LONDON.....Saturday, Jan. 18
CITY OF MONTREAL.....Saturday, Jan. 25, 2 P. M.

and every alternate WEDNESDAY and THURSDAY from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $75 and $80, gold, according to accommodations. Return tickets on favorable terms.

STEERAGE, $30 from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30 currency.

Passengers also forwarded to Havre, Hamburg, Bremen, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For further information apply at the Company's office, No. 15 Broadway, New-York.

FOR LIVERPOOL,

VIA QUEENSTOWN,

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch their first-class full-power screw steamships regularly from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

WISCONSIN, Capt. T. W. FREEMAN.....Jan. 1, at 3 A. M.
NEVADA, Capt. FORSYTH.....Jan. 8, at 1 P. M.
WYOMING, Capt. .....Jan. 15, at 5 P. M.
IDAHO, Capt. T. WOOD.....Jan. 22, at 10 A. M.
MINNESOTA, Capt. T. F. FREEMAN.....Jan. 29, at 5½ P. M.
MANHATTAN, Capt. Jas. FRYER.....Feb. 5, at 12 M.

Cabin passage, $75 gold.
Steerage passage, (Office No. 15 Broadway,) $30, currency.

For freight or cabin passage apply to WILLIAMS & GUION, No. 6 Wall-st.

ONLY DIRECT LINE TO HAVRE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT.....LIMARE, Saturday, Dec. 14
VILLE DE PARIS.....DUSSOUY, Saturday, Dec. 21
PEREIRE.....DANIEL, Saturday, Feb. 8

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin.....$125 | Second cabin.....$75
Return tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent by this route avoid the discomforts of the British Channel, by landing at Brest, and proceeding by the Southern railway and the Napoleon line of steamers, thereby saving time, trouble and expense.

GEORGE MACKENZIE, Agent, No. 56 Broadway.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL. (Exp.)—DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all parts in the Bristol Channel.

THE STEAMERS OF THIS LINE WILL SAIL FROM THE ATLANTIC DOCK, BROOKLYN, AS FOLLOWS:

ARRAGON, Wednesday.....Jan. 8
GREAT WESTERN, STAMPES.....Wednesday, Jan 29

Dates from Bristol and Cardiff to be announced.

Passengers booked at low rates of currency.

Parties wishing to send for their friends can obtain prepaid certificates. Drafts for £1 and upwards.

For freight or passage apply to FORBES, SANDSONS, No. 70 Beaver-st., New-York.

FOR SAVANNAH, Ga.,

THE FLORIDA PORTS,

AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC LINE OF STEAMSHIPS.

TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAMSHIPS

MONTGOMERY, CAPT. SOUTH, SATURDAY, Dec. 28, from Pier No. 14 North River, at 3 P. M.

M. LOWDEN, Agent, No. 13 Wall-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Dec. 21, from Pier No. 8 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling-green.

VIRGO, Capt. BUCKLEY, TUESDAY, Dec. 31, from Pier No. 16 East River, at 3 P. M.

MURRAY, FORBES & CO., Agents, No. 87 South-st.

HERMAN LIVINGSTON, Capt. CHESEMAN, THURSDAY, Jan. 2, from Pier No. 8 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF THE USUAL RATES.

Superior accommodations for passengers.

Through rates at 1 per cent. of freight in connection with Central Railroad of Georgia.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent, No. 226 Broadway. GEORGE TOBIN, Agent, No. 5 Bowling-green.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 9th of every month.

MERIMAC, Capt. WEST.....Jan. 9, 73
ERIE, Capt. THIELFADER.....Feb. 9
ONTARIO, Capt. HIGGINS.....March 9

These steamers have superior accommodations for passengers, and will touch at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagements of freight or passage apply to

WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

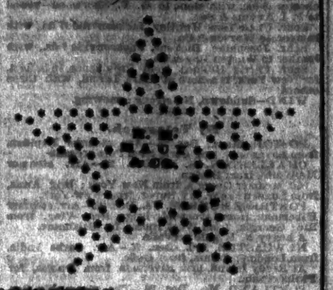
DRY GOODS.

GENTLEMEN,

Who are seeking for Goods and Economy

HOLIDAY GIFTS,

to present to their lady friends, will find at the Establishment of



R. H. MACY & CO.,

a choice selection of

Opera Glasses,
Real Lace Pins,
Sleeve-buttons and Vests,
Fine Handkerchiefs,
Fancy Embroideries,
Work Tables,
Desks,
Lace Handkerchiefs,
Portfolios,
Scraps,
Toilet Sets,
Combs in Cases,
Kid Gloves,
Silver-ware,

at our usual low prices.

R. H. MACY & CO.,

14TH-ST. AND 6TH-AV.

SHIPPING.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steamship Company's New First-class Full-powered Clyde-built Steam-ships

GLAMORGAN.....1,500 tons
PEMBROKE.....1,500 tons
CARMARTHEN.....1,000 tons

The best steamer of this line

GLAMORGAN, Capt. Lewis,

will sail from Pennsylvania Railroad Wharf, Jersey City, on TUESDAY, Dec. 31.

Carrying goods and passengers at as cheap rates as all ports in the United States and Canada to ports in the Bristol Channel and all other points in England.

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SOUTH CAROLINA, Capt. R. F. BERRY, Thursday, Dec. 26.
CRAFTON, Capt. H. W. LOCKWOOD, Saturday, Dec. 28.

Superior accommodations for passengers. Through passage tickets and bills of lading issued in connection with the South Carolina Railroads to all points South and West. Connections at Florence, Charlotte and Cheraw and Darlington Railroads, and with steamers to Florida ports. Insurance by this line ONE-HALF the usual rates. Freights forwarded by this line to Commissioners of Immigration, Georgia, and contract at 25 cents per 100 lbs. Local Passenger and Freight Office, No. 317 Washington, corner of Warren-st.

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VIA PANAMA.

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For Japan and China—Steamer OCEAN QUEEN, Capt. C. P. BRADLEY, will leave Pier No. 48, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Aspinwall with steamer for Japan and China, touching at Yokohama, Japan, and Shanghai, China, and also connecting for all Central American and South Pacific ports, touching at Acapulco, Mexico, and Honolulu, Sandwich Islands, on the outward trip. Returning, touches at San Francisco, California, only.

Steamer GREAT REPUBLIC will leave San Francisco Jan. 1, 1873, for Japan and China. For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st.

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Atlantic Mail Steam-ship Company, sailing every fortnight, on THURSDAY, at 3 P. M., from Pier No. 4 North River.

MORRO CASTLE, Capt. T. H. MORTON, Thurs. Dec. 19
COLUMBIA, Capt. T. S. CURTIS, Thursday.....Dec. 26
MORRO CASTLE, Capt. T. H. MORTON, Thurs. Jan. 9

For freight or passage apply to

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DIRECT LINE TO HAVANA.

HAVANA, TAMPICO AND VERA CRUZ.

New-York and Mexico Mail Steam-ship Line, leaves Pier 3 N. River, at 3 P. M., direct to Havana.

CITY OF MEXICO (for Vera Cruz).....Sat., Dec. 21
CITY OF HAVANA (Havana only).....Sat., Jan. 4
CLEOPATRA Pacific (Havana only), Sat., Jan. 11
CITY OF MERIDA, Thunnerman.....Sat., Jan. 18

For freight or passage apply to

P. ALEXANDER & SONS, No. 13 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to Europe on the Continent, should never leave Paris without them. Their services are invaluable in relieving the traveler from the multiplicity of cares and troubles respecting passports, examination and clearance of luggage, in answering the best accommodations at moderate rates to the traveler from inspection and an economy of money. They will also be very useful in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by application to the COURIER SOCIETY, No. 3 Rue d'Antin, near the Tuileries Garden, Paris.

AUCTION SALES.

UNITED STATES INTERNAL REVENUE.
COLLECTOR'S OFFICE, 3D DISTRICT, N. Y.
New-York, Dec. 20, 1872.

NOTICE IS HEREBY GIVEN THAT I have levied and distrained upon, and will sell at public auction, through Miller, Wilkins & Co., on WEDNESDAY, Jan. 8, 1873, at 12 o'clock noon, at the Exchange Sales-room, No. 111 Broadway, all the right, title, and interest of A. H. Miekle & Son in and to one hundred and eighty shares of the capital stock of the "Mrs. G. R. Miller's Tobacco Manufacturing Company," now standing on the books of said Company in the name of A. H. Miekle & Son, for the payment of an internal revenue tax due the United States by the said A. H. Miekle & Son.

MARSHALL B. BLAKE, Collector.

EDWARD M. BROWN, Auctioneer.

BY MOSES TAYLOR & CO., THIS DAY, (Friday,) Dec. 27, at 12 o'clock, thirty chests green Malaga Raisins, now ex-ship French and Market Wait, landing ex steamer. Also in Drugs and Gums and Aniline Colors.

ON FRIDAY, at 10½ o'clock, will be sold, ex-ship William Corey, and can be seen on Pier No. 21 North River, Malaga Lemons landing ex Don Quixote.

A. MENTZ, Auctioneer.

BY BANGS, MERRY & CO., NO. 504 Broadway, corner 4th-st. EXTRAORDINARY SALE OF BOOKS, including PRIVATE LIBRARY of a Gentleman deceased. Also, many rare books relating to Masonry, Shakspeare, and choice literary miscellany. FRIDAY, SATURDAY and MONDAY EVENINGS, at 7½ o'clock. Sale of a COLLECTION OF GOOD BOOKS, on FRIDAY (27th day) AFTERNOON, at 2½ o'clock.

JOHN H. DEXTER & CO., Auctioneers, will sell at the Real Estate Salesroom, No. 111 Broadway, THIS DAY, at 12 o'clock, by order of the Sheriff, the following property, viz.:

THE 2,000 TONS ANTHRACITE COAL, at public auction. FRIDAY, Dec. 27, at 12 o'clock noon, at No. 39 Pine-st.

CHARLES GILDAY, President.

HOLIDAY GOODS.

FRANKENFELD & BRO., JEWELERS, NO. 722 6th-av., corner 43d-st., have now on hand a large and choice assortment of Holiday goods, in diamonds and gold jewelry, fine watches, French and oriental clocks, bronzes, silver, and other holiday goods. Also solitaire diamonds at very low prices.

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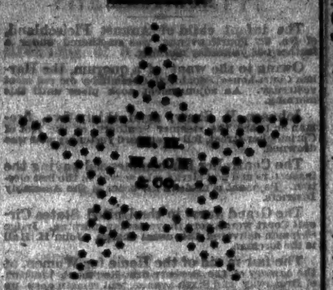
to present to their gentlemen friends, will find at the Establishment of



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WINTER ARRANGEMENT, Commencing Dec. 21, 1872.

Passenger Station in New-York, Grand Central Depot, Fourth-av. and 42d-st.

TRAINS LEAVE NEW-YORK.

For New-Haven, 7:00, 8:00 (Ex.), 9:00, 10:30 A. M., 12:00 (Ex.), 1:00, 2:00, 3:30, 4:30, 5:30, 6:30, 8:00, 9:30, 11:30 P. M.

For Bridgeport, 7:00, 8:00 (Ex.), 9:00, 10:30 A. M., 12:00 (Ex.), 1:00, 2:00, 3:30, 4:30, 5:30, 6:30, 8:00, 9:30, 11:30 P. M.

For Stamford, 7:00, 8:00 (Ex.), 9:00, 10:30 A. M., 12:00 (Ex.), 1:00, 2:00, 3:30, 4:30, 5:30, 6:30, 8:00, 9:30, 11:30 P. M.

For Norwalk, 7:00, 8:00 (Ex.), 9:00, 10:30 A. M., 12:00 (Ex.), 1:00, 2:00, 3:30, 4:30, 5:30, 6:30, 8:00, 9:30, 11:30 P. M.

For South Norwalk, 7:00, 8:00 (Ex.), 9:00, 10:30 A. M., 12:00 (Ex.), 1:00, 2:00, 3:30, 4:30, 5:30, 6:30, 8:00, 9:30, 11:30 P. M.

For Fairfield, Southport, and Westport, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Green's Farms, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Saugatuck, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Wilton, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Georgetown, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Branchville, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Redding, 7:00, 8:00, 11:30 A. M., 1:00, 4:30, 5:30 P. M.

For Danbury

LOUISIANA.

A Reply to the "Address" of the New-Orleans Committee.

The Political Events of the Last Four Years—Legality and Justice of the Measures Taken to Oust Warmoth.

To the Editor of the New-York Times:

Your contemporaries of this City have published an address to the people of the United States touching the political affairs of Louisiana signed by upward of forty citizens of that State, and containing assertions of great importance if true. The gentlemen who sign this document no doubt believe every word of what they have put their names to, but I suppose no one accustomed to listening to representations of this character has failed to see that the statements made in this address are entirely one-sided. It has been spoken of as a "calm" and "moderate" and "impartial" account of the late troubles in New-Orleans, which have resulted in the defeat of the plans devised by the Democratic leaders of Louisiana for the purpose of carrying the election for State officers and Congressmen on the 4th of November, and obtaining about the election of Gov. Warmoth to the Senate of the United States in place of Mr. Kellogg, whose term expires in March next.

The address undoubtedly has the appearance of being a calm, moderate, and impartial statement of facts, but it can easily be met with just as calm, moderate, and impartial a statement on the other side of the question; and if so, let me ask who is to decide between representations of such a character? Where is the evidence to support the averments of this address? The people of the United States are asked by this Committee of citizens (undeniably gentlemen of veracity and integrity) to accept *their* assertions as facts established. But have they established them? You cannot overlook the fact that not one of these citizens professes to be or is a member of the Republican Party of Louisiana. They tell you "that they form part of a committee appointed at a meeting held in New-Orleans—a meeting representing a large preponderance of the moral worth, intelligence, and wealth of that city." They say "they are not the representatives of any personal or party interest whatever." They aver "that they have not, directly or indirectly, any connection or affiliation with Gov. Warmoth, and that they have been among his most pronounced opponents." And in reply to what they term "insinuations" made by the supporters of the Republican ticket, they say "they are no parties to and have no knowledge of any political trickery intended to defeat the true voice of the people, and they do not believe any such existed."

It is true, they ask from the Government at Washington a "candid and impartial investigation" of the facts contained in their narrative, but it is quite as true that they seek, under cover of their respectability as citizens, and the influence of their names in commercial and professional circles, to preoccupy the minds of those to whom they address themselves, and to obtain from them a favorable judgment, in advance of the investigation they profess to desire.

The writer of this communication, who is a citizen of Louisiana, and perfectly conversant with the political history of that State from 1865 down to the present moment, and who knows the character and connections of the signers of the address, respectfully asks space enough in your columns to say, as briefly as possible, in advance of a more accurate, more detailed, and more elaborate statement now in course of preparation, a few words in reply to this remarkable production of the New-Orleans Committee—a production characterized by all the unfairness, partiality, and one-sidedness of the special pleader, and, therefore, not to be accepted as the testimony of an unprejudiced and impartial witness.

In the first place, this "address" is not the composition of the bankers and merchants who put their names to it. It is the work of Judge John A. Campbell, one of the ablest lawyers and special pleaders of the South, who, it has been asserted, (I know not upon what foundation,) was employed by the Committee, on account of his eminent talent for making "the worse appear the better reason," to act as their Chairman and leader. The selection of Judge Campbell to act in this capacity was quite a natural one, independent of his attainments and skill as a pleader, for he is a lawyer enjoying an extensive practice in New-Orleans, and probably the regular professional counsel of members of the Committee. The "address" bears all the marks of his practiced pen, his legal mind, and his well-known ability "to state a case." Judge Campbell, at the New-Orleans Bar, has the reputation of possessing and exercising the power of making "statements" which are themselves "arguments." This portion of his labors in Court is invariably executed with all the caution and skill which mark the utterances of the veteran in his profession. I do not mean to assert that Judge Campbell is in the habit of misleading the Court, but he knows what not to say better than any lawyer that I am acquainted with; and if there are any specimens in the limits of his adversary's armor, the Judge is certain to find and to penetrate them with his envenomed shafts.

In the second place, the owners of this "address" were all supporters of the Democratic or Warmoth ticket at the late election, and are of course disappointed if not aggrieved at the defeat of their plans. They were therefore interested parties, and the accusations they make against their opponents should be taken with some "grains of allowance." When they say they had "no connection or affiliation with Gov. Warmoth, directly or indirectly?" I am astonished that gentlemen who claim to be "candid and truthful" and to "represent the moral worth of the City of New-Orleans" should venture to make an assertion so easily disproved. Let me ask this Committee who it was that gave votes and credit to all the warrants, certificates of indebtedness, and bonds, legal and illegal, which Gov. Warmoth and his Legislature have issued with so much reckless profusion? Who discounted, on Carondelet-street, New-Orleans, the paper issues of Gov. Warmoth and his wife associates during these last four years? I see in the list of names of the Committee those of bankers and money-brokers who have shared with Warmoth in his unlawful gains, and whose portfolios are now stuffed with bonds and warrants which ought never to be paid. Have these men no interest in Gov. Warmoth, no connection with him directly or indirectly? Who helped Gov. Warmoth to increase the public debt of the State of Louisiana from seven millions to forty-one millions in 1870? Was it the bankers and money-brokers and capitalists of New-York or Boston, or some other financial centre, or was it those of New-Orleans? Has not John C. Geiger, President of the Citizens' Bank of New-Orleans, who is one of the Committee, been the private banker of Gov. Warmoth and the municipal authorities of the State? Is it not known that he and other bankers of New-Orleans are largely responsible for much of the swindled that Gov. Warmoth has done? Has not Judge Cawfield himself been the register (census) of the New-Orleans, Mobile and Chattanooga Railway Company, an association of men who, with Gov. Warmoth's aid, have managed to obtain several millions of dollars in State bonds for which not one cent's value has ever been returned to the State, or ever will be?

I refer to all to corroborate the men of this Committee representing the "moral worth" of New-Orleans, but it would not be your readers. These instances will suffice. If not, more can be produced. I may add now, however, that it was the leaders of the Democratic Party, who are now supported by these bankers, capitalists, and lawyers, who bribed the President of the United States last January with letters and telegrams urging him to declare martial law in New-Orleans, and to put down the men with whom they cannot vainly planned the election campaign during the Summer and Fall, and who saw the best opportunity to give the Democrats of Louisiana the Government of that State. I will now present to your readers a very brief statement of the attitude of parties and condition of affairs in Louisiana when the campaign opened, from which they will obtain a better and clearer understanding than any critical examination of the arguments of Judge Campbell's address.

Gov. Warmoth has been four years in his usual dictator of Louisiana, and with the help of Democratic leaders and capitalists. Their scheme was to consolidate him in his usurpation, which they foresaw would bring down upon him a public censure against which he could not stand. Their plan was to separate him from the Republican Party, of which he was the leader and to take him into their own camp. They also worked to break up the Republican Party of the State by the same means, believing that party would be powerless without their leader; and as it was surprised majority of the negro population they counted upon certain success. Everything in the shape of terror which the execution of the laws, relative to the registration of the voters and the reception and counting of their ballots on election day. Those laws gave to the Governor an enormous power, which certainly enabled him to control the election. It gave him the appointment of several thousand subscription registrars and supervisors of elections, and this was the consideration, the inducement, which the Democratic leaders had in view when they entered into and concluded their arrangement with Gov. Warmoth. In other words, the whole campaign was based on fraud and Gov. Warmoth's facility for committing fraud. The State election of 1870 in Louisiana had been carried for the Republican Party by fraud, and the Democrats thought that unless similar frauds were committed on the occasion, they would have no chance of accomplishing their objects. The tools of registration showed that there was a majority of the voters who adhered to the Republican Party, and unless this majority could be neutralized they might as well throw up the sponge. So they made their compact with Warmoth. The exchange for his power and influence, they agreed to reward him with a seat in the Senate of the United States. He himself desired to be re-elected Governor of the State, but his Democratic allies advised him that that was impossible, on account of the odiousness of his name and character to the people of the country, and proceeded to fulfill his part of the contract. This he did not do until he had made repeated attempts to recover his position in the Republican ranks, which attempts were met by instantaneous refusal to have anything more to do with him. Gov. Warmoth's course was then fixed, and he determined finally to exercise the Executive functions in the interest of the old Democratic and Confederate leaders of Louisiana. Fortunately for the Republican cause, Congress had adopted and framed for the occasion the purpose of defeating any attempts to deprive the colored people of their privilege of participating in the government of the country, and it is by virtue of these laws that the Judiciary and Executive Departments of the United States Government have been able to frustrate the plans to which I have alluded.

Much has been said about the "overthrow of the State Government in Louisiana," but there has been no such act accomplished. Every act performed there to the late drama now been performed in strict pursuance of the Enforcement Act of 1870, an act in pursuance of the act of 1795, as your contemporary of the *World* must have its readers believe. Perhaps the pretentious and ponderous writer of the constitutional articles of the *World* had better read and study the Enforcement act of 1870, in connection with the Fourteenth and Fifteenth amendments of the Constitution, before he discourses any more on the subject of Louisiana. Mr. Pinchback, the present acting Governor of Louisiana, was placed in that position by the influence of Gov. Warmoth, who thought he would be a convenient instrument in the execution of his fraudulent schemes. But he is personally popular, met with a sore disappointment in this matter, and therefore the allegations of this address, that Mr. Pinchback's term as a Senator had expired, Mr. Pinchback continues to hold his office under an express provision of the Constitution of Louisiana, which declares that all officers of the State shall hold their positions and continue to perform the functions thereof until their successors shall be duly qualified and inducted.

The whole amount of this matter is, that the nicely-planned scheme of Gov. Warmoth and his Democratic allies has been defeated by the application of an act of Congress designed for just such an attempted fraud. The United States Judge at New-Orleans, (Durell,) who has been so much censured for his action in this case, has only done his duty to the promises, and the President of the United States, who incurred his displeasure, has but authorized by the act of 1870 to do. Nothing more can be made out of this matter. The Republicans of Louisiana were entitled to succeed in the late election by their numbers. They could only defeat their adversaries by fraudulent thumbing of the Enforcement act of Congress, which I repeat was drawn up and passed for the express purpose of securing to the lately enfranchised voters of the United States the privilege of suffrage enjoyed by the white portion of the population.

Much more could be said, but I think I have now given enough for your readers as an introduction to Louisiana matters food for thought. If you can give me space, I undertake to dissect the address of the New-Orleans Committee and expose its plausibilities and misstatements.

G.

Warmoth Succeeds and Advises His Friends to Accept the Situation.

From the Evening Post, Dec. 26.

WASHINGTON, Dec. 26.—A telegram from New-Orleans today states that Warmoth declares his intention to acquiesce in the decision of the Courts and the determination of the President to sustain Pinchback as Governor. He will make no further efforts to regain the gubernatorial chair, but advises the persons composing the body recognized by him as the Legislature not to meet again in January, but accept the situation.

A Gale in the City of London.

"The gale which blew over London on Sunday night," says the London *Times* of Dec. 24, "and continued with little intermission till noon yesterday, will long be remembered as the most severe which has been experienced for many years. The appearance of the streets at daybreak yesterday morning was such as has only been witnessed once during the last six years. Tiles, chimney-pots of earthenware and zinc, sign-posts, and other house materials were strewed in the roads and pathways. Every heavy gust brought with it showers of missiles, and the occasional fall of these heavy noticeboards which are fixed in nearly every conspicuous situation in the crowded business parts of the metropolis added to the danger. But the greater number of persons who were attended at the hospitals yesterday received their injuries in their own houses. As far as can at present be ascertained, about forty persons have been injured more or less severely. This number probably represents only a tithe of the actual number of cases. Six houses, five of them in course of construction, are stated to have been blown down, and in the sixth case, which occurred at Shepherd's-bush, three persons were very severely injured. A large building in Bermondsey, which was being erected for business purposes, was so shattered by the winds that it will have to be rebuilt. In fact, in all parts of London the damage has been more or less severe. In the parks young trees were torn up from the ground by the force of the wind. The tractor-drivers of the night mails had to exercise the greatest caution in driving their engines, owing to the lines being strewed in places with branches of trees and other obstructions. Between Vauxhall and Lambeth Bridges a large number of barges, most of them coal-laden, were moored on Sunday, and when noticed as they were in the full force of the wind, which carried the current with it like a mill stream, several of them soon broke away. Three were driven with terrific force against the new and handsome pier recently erected opposite Lambeth Palace, and the concussion was so great that two of them, both laden with coal, were shattered and sank. The third, which was empty, also sank at the same spot. The pier has sustained considerable damage. The other barges drifted down the river, and with some difficulty were recovered. At London Bridge a large number of similar accidents were reported, and in one case, which occurred near Woolwich, a man was drowned. Several collisions occurred in the river during the night, though not of a serious nature. The scene near the mouth of the Thames on Sunday night was most exciting. All sorts of small craft making for the Medway, which was yesterday full of shipping. The water was very rough, and made clean breaches over the decks of the numerous sailing barges bound for Rochester, Maldon, and Colchester. It is feared that two, at least, of them have sunk with all hands.

Rescue of Part of a Ship's Crew in Mid-Ocean.

The Captain of the ship Don Guillermo, at Queenstown, from New-York, empties the report following to the Liverpool papers: "We left New-York Nov. 19; winds light and variable from north-east, south-west, and northward. On the 26th it blew a moderate gale, which increased with great fury and very high sea; weather dull and cloudy, with passing showers. On the 28th the gales still increasing; at 4 P. M. a heavy sea broke on board, carrying the long boat and spars, and filling the half-deck with water. At 9 A. M. the deck being consecutively full of water, and the sea still getting thicker, we hove to on the port tack, with the main yard to the mast. At 2 P. M. the ship laboring very heavily and cargo gradually settling to starboard, the lee rail constantly under water, spars and everything movable being adrift. At 6 A. M. the gale moderated a little, but at 11 A. M. a sea struck the starboard quarter, bursting in the cabin stern windows and flooding the main deck. At 2 P. M. we were struck by a heavy sea, stoving the mainyard and displacing and breaking the gunwales of the beam on the skids, and at midnight the vessel's decks were half under water. The cargo still going lower. The long-boat was washed to the leeward, and the galley doors smashed in. The main deck being partially being adrift twice, with the wash of the water and spars chafing them, and the cabin several times flooded, the water gaining in all on top of the companion and skylights. On Dec. 3, at daylight, we descried right the forecastle and

WASHINGTON NOTES.

Scarcity of Small Greenbacks at the Capital.

Prospects for Army and Navy Legislation—Virginia Senatorial Election Not Yet Decided—The President's Holiday—The Assessors' Bill Signed.

Special Dispatch to the New-York Times.

WASHINGTON, Dec. 26.—The scarcity of small denomination (legal tenders) is causing much embarrassment to trade, even here in Washington, where everybody has run to the Treasurer's Office and got a bill changed. Has the Treasury is not paying small notes now, even to its own employés, and the Printing Bureau is not preparing new supplies. The latter stands ready to begin as soon as the Treasurer makes requisition, but the latter is understood to entertain the belief that the small notes will naturally become more abundant as they flow back into the channels of trade with the advance of the season.

THE ARMY AND NAVY.

Owing to the shortness of the session there will probably be no Congressional legislation in regard to any radical changes in the army or navy. There seems, however, to be a general desire on the part of Congress to remove the restrictions at present existing which prevents promotions and appointments in the army staff corps, more especially as regards the Medical Department, where the largest number of vacancies exists. The President and Secretary of War recommend this action, particularly in this department. At present there are fifty-nine vacancies in the Medical Department, and even when these are filled, it will require the services of at least one hundred and fifty physicians under contract, in addition to the commissioned medical officers of the army, to properly care for the troops stationed at various points. It is deemed to put the Army Medical Department more nearly on equality with that of the navy, which, although only one-quarter the size of the army, has, active and retired, 197 medical officers, seventeen of whom have rank equivalent to that of Brigadier-General, and fifty have rank above that of Major. In the Army Medical Department there are 238 officers, one only having the rank of Brigadier-General, and seven only ranking higher than Major.

VIRGINIA SENATORIAL INTEREST.

The General Assembly of the State of Virginia has passed a law prohibiting all public officers from converting fees collected by them into sources of State funds, or from dealing with such coupons during their terms of office. Owing to the desertion of the State Treasury, Virginia has been compelled to defer the payment of the January interest on her bonds.

THE WHITE HOUSE.

The President was in his office today for a short time, and was called upon by Senators Logan and Pomeroy, Gov. McCook, of Colorado, and by Hon. Jas. L. Orr, of South Carolina, lately appointed Minister to Russia. Mr. Orr will sail for St. Petersburg in January. The President will enjoy the holiday recess at home until New-Year's Day with his family, and will not receive any visitors until Jan. 2.

THE INDIAN BUREAU.

It is not expected any nomination for Indian Commissioner will be made until the return of Secretary Delano from Cuba, which will probably be about the middle of January. Gen. Walker will retire on the 1st proximo, and till his successor is appointed, the present Chief Clerk, Mr. H. R. Clum, will act as Commissioner.

THE CENSUS REPORT.

The volume of the census report containing the vital statistics of the country will be ready for distribution to members of Congress, in the limited numbers, about Jan. 15, or a very few days later.

Dispatch to the Associated Press.

THE CHATTANOOGA POSTMASTERSHIP.

WASHINGTON, Dec. 26.—Several prominent gentlemen of Tennessee called on the President today, with reference to the Chattanooga Postmastership. They were accompanied by Mr. Kendrick, who it was intended should be superseded in that office by Gov. Sam Bard, last week. The nomination of Bard was sent to the Senate, and confirmed on the same day. Friends of Mr. Kendrick, who is a Republican, see no reason for his removal and rallied in his behalf, and, as a full representation of facts, the President directed Bard's nomination to be withheld. There is pending in executive session of the Senate a motion, made by Senator Brownlow, to reconsider the vote confirming the appointment. The probability is the motion will prevail, and Kendrick retain his place as Postmaster.

ARREST OF A SUPPOSED MURDERER.

A noted negro desperado, Tom Wright, aged about twenty years, was arrested by Lieut. Goodfriend and Detective McDevitt, last night, charged with the murder of Samuel Rogerali, whose mutilated body was found in the river on the 23d inst. in a wrecked box. In addition to other suspicious circumstances the pack belonging to the prisoner was found buried in the wood-shed, adjoining Wright's residence. The Police believe the wounds were inflicted with a flat-iron.

MINISTER ORR.

Ex-Gov. Orr, of South Carolina, Minister to Russia, called today upon the President, with whom he had a long interview. He expects to sail for St. Petersburg in January.

PENALTY REMITTED.

Pay-master Henry B. Reese, United States Army, who was charged with irregularities in his accounts, and was suspended from duty by general orders, and is now suspended from rank and duty for four months, has had the latter portion of his sentence remitted by the President, and will be restored to duty.

THE ADJOURNED ASSESSORSHIPS.

The President, on Tuesday, signed the bill to reduce the expenses and offices of the Internal Revenue Bureau, which passed Congress a few days ago, and the work of putting the new law into practical operation will begin immediately. This bill, it will be remembered, abolishes all of the Assessors out of office by the 1st of July next. There are about seventeen different kinds of stamps to be prepared before the new law goes into effect, but work upon them will begin without delay.

MOVEMENTS OF NAVAL VESSELS.

The United States steamer Colorado, flag-ship of the Asiatic Sqon, was to leave Singapore about the middle of this month for home, and is expected to arrive at New-York about the 1st of March. The Hartford sailed from New-York about a month ago for Singapore, via the Suez Canal, to take the place of flag-ship of the fleet. The Alaska, of the same fleet, is also expected home in March. The Piscatagua, of the European fleet, has been ordered to the home station on the coast of Africa, after which she will return to the United States, arriving here in May.

CASE OF COMMANDER SEMMES.

In the case of Alexander A. Semmes, Commander in the United States Navy, tried in January last, for inflicting cruel and unlawful punishment upon persons under his command, for abuse of his official powers, and for oppressive and inhuman conduct unbecoming an officer and gentleman, while he was in command of the United States steamer Tuscarora, found guilty, and sentenced to be suspended from duty and rank for three years, and to be reprimanded by the Secretary of the Navy, the President has remitted that portion of his sentence which suspended him from rank and duty, and he will soon be ordered to duty by the Department. The severe reprimand will be received, however, by the Secretary at the time, stands of the record, it being announced therein that if the sentence of the Court had been severer the Department would not have failed to approve it.

Western Massachusetts Wood and Timber Lands.

From the Springfield Republican, Dec. 26.

The market value of wood and timber lands, in the vicinity of wood markets throughout Western Massachusetts, has advanced unusually within the last few years. More especially have these classes of timber in common use for building purposes felt this increase in value, while the ordinary varieties, almost exclusively worked into fuel for railroad consumption or otherwise, have remained nearly stationary, and by no means backward in their tendencies to higher prices. Hampshire County has, perhaps, developed a greater severance in the market value of these commodities than any other in the western part of the State. Twenty years ago hard wood sold in the North Hampton market for from $1 to $1 50 per cord; now it commands $4. The same increase in cost of house production ranged from $10 to $15 per thousand feet; now it brings from $25 to $30. Hemlock and chestnut lumber have advanced in the same proportion in the same market. Railroad ties at that time could be obtained for 12½ cents or twenty cents each; now they find ready market at fifty, delivered anywhere on

CITY AND SUBURBAN NEWS.

NEW-YORK.

The infant child of August Fleischbland, of No. 627 Fourth avenue, was smothered under a feather-bed yesterday morning.

Owing to the want of a quorum, the Harlem Court-house Assessors' Committee did not meet yesterday. An adjournment took place until this morning.

Johnson D. Shaw, aged thirty-five, fireman on board the steamer Southern, at the foot of Christopher-street, fell overboard yesterday and was drowned.

The Controller has announced paying the inspectors and poll-clerks who served in the last election. Payment is under the order of the Assembly Districts.

The Grand Jury in the United States Circuit Court were sworn in yesterday morning. Judge Shipman delivered the usual charge. John H. Hall is the foreman.

The fair in aid of the Home for Women, at the Armory of the Seventy-first Regiment, junction of Broadway and Sixth-avenue, will remain open up to Saturday evening, and is one well worthy of a visit.

In the United States Circuit Court, yesterday, it was resolved to adjourn the Jumel case until Monday morning, to which time the jury were discharged, on account of the continued illness of Mr. John Power.

Chas. Smith, a Prussian sailor, stabbed Wm. Smith yesterday, in Henry Smith's saloon, No. 46 Cedar-street. The affray was the result of a drunken quarrel. The assailant was arrested and locked up as insane.

Dr. A. J. Ebell will give a free lecture before the Polytechnic Association, in Hall No. 24 Cooper Institute, this evening, on the "Marvels and Mysteries of the Insect World," and will illustrate his subject with pleasing models.

The sixth annual exhibition of the American Society of Painters in Water-colors is announced to be opened in the gallery of the National Academy of Design, on the 8th day of February next, and will remain closed for a month.

Johnny Murphy, a Houston-street rough, was committed, on the 20th inst., by Justice Dowling, to the Tombs yesterday, for stealing a diamond pin and an overcoat, worth $75, from A. S. Whittaker, while the latter was intoxicated in a liquor-saloon in Houston-street, on the night of the 19th.

Detectives Heidelberg and Dilks, of the Central Office, arrested Emanuel Lazarus, a peddler, living at No. 84 Orchard-street, charged in the employ of Wolff, Fabricanten & Co., jobbers, dealers at No. 491 Broadway, appropriated to his own use goods belonging to the firm worth $600. He will be taken to Centre-street today.

Coroner Herrman was yesterday summoned to No. 772 Second-avenue, to take the antemortem statement of Surana Siemen, a newly-arrived German emigrant, who had given birth to a still-born child. She was supposed to be a victim of malpractice. On investigation, however, there was found to be no foundation for the charge.

Rudolph Kubel, who is under arrest charged with having set fire to the match factory of Young & Co., No. 427 West Fifty-fourth-street on July 8, 1868, was examined yesterday before Police Marshal Mesopole, at the Tombs, by Judge of the 3rd. There was nothing of interest elsicited.

In consequence of the attempted escape of two prisoners from Jefferson Market Prison, a close search of the cells in that institution was made yesterday. In the cell occupied by a man charged with grand larceny was discovered a hole in the wall, having something resembling a burglar's "jimmy" attached to it. No other implements were found.

On Christmas Day the patentees of a cooking-stove exhibited a roasted turkey in the window of their store, on Broadway, and kissed beside it a ladle and carving-knife. Some time during the night a person or persons unknown broke open the window and carried the turkey to a remote corner of the store, previously discovered by an officer who arrested and locked up the thief.

The following officers have been elected by Garrison Post No. 9, G. A. R.: Gregory W. Jones, Commander; J. S. Challen, Sr., Vice; John F. Cook, 1st V. C.; 2d V. C. Chas. Gunn, Quartermaster; Joseph Martin, Adjutant; Jos. Spinola, Surgeon; Capt. William Wilkinson, O. G.; Jas. Lucas, Quartermaster-Sergeant; Adolphus Mueller, Sergeant-Major. Delegates to State Encampment—Jas. Douglas, Jacob C. Kingsland, Capt. Charles Jones, Dennis Dunn, Alexander Owen Donohoe, J. S. Martin, William Wallace, John A. Lawrence.

The German Evangelical Lutheran Immanuel's congregation, in Eighty-seventh-street, near Third-avenue, celebrated the Christmas festival in the church edifice on Christmas Eve. The church was handsomely decorated with garlands and Christmas presents. On each side of the altar stood a handsome tree decorated with presents, candles, and other articles of toys, surmounted by the American flag. At the conclusion of the services all the children were presented with boxes full of candies, cakes, nuts, apples, dolls, toys, and other playthings. During the evening a costly watch was presented to the pastor, the Rev. Mr. Kelper, as a token of esteem for his many efforts to protect the singing, as well in the choir as in the Sunday-school.

BROOKLYN.

The trial of John Van Sickel, charged with the murder of his wife, by poison, will take place in January.

On Christmas night James Mahan, a carriver, aged 40 years, and residing in Navy Lane, was found dead in the cellar of a store, corner of Graham-street and Flushing Avenue.

An alarm was created at 6 o'clock last night, caused by the explosion of an oil-still at Pratt's Oil-works, foot of North Thirteenth-street. Willamette-street, leading off the top of the still. Damage, $50; uninsured.

The United States sloop-of-war Portsmouth, recently out upon the coast of the South Pacific Surveying Expedition, has left her moorings at the Navy-yard and has anchored off the Battery, from whence, after receiving her powder on board, she will proceed to sea.

James O'Brien was arrested yesterday morning on a charge of stealing $1 from the person of Patrick McKenna, liquor-dealer, while the latter was sleeping in his saloon, corner of Tremont and Van Brunt streets. McKenna's pocket-book was found in the prisoner's possession.

Yesterday morning the kitchen boiler at Parker's Hotel, corner of Fulton-street, Nostrand and Marion-street, exploded, demolishing the range and breaking to pieces nearly everything in the basement. The servant girl, Helen Hayley, was badly injured. The damage by the explosion, which amounted to about $200, covered by insurance in the Farragut Insurance Company.

STATEN ISLAND.

Propositions have been made to sell the Stapleton Park, to pay the debt of Edgewater.

Mr. Crook has given a donation of $2,000 to the Church of the Holy Comforter, at Rossville.

NEW-JERSEY.

Justice Maires, of Jersey City, yesterday obtained a judgment of $5 and costs against Justice Ottridge, who would not permit him to practice in his court.

Two young women, Emma and Estella Neville, residing at No. 194 Mercer-street, Jersey City, were seriously injured at the fire in Centre-street, New-York, on Tuesday evening.

Seven hundred children who attended the Bay-street School, Jersey City, which was lately destroyed by fire, will be unable to find a seat in school for the next two months, unless the members of the Board of Education are preparing to restore the building by the middle of February.

Yesterday morning Samuel Hopkins made an affidavit before Judge Seymour, in Jersey City, charging Hugh Kelly with assault and battery. Kelly and Hopkins are both drivers upon horse-cars, and the fight occurred over the delay of Hopkins in starting his car. He was seriously injured.

[Advertisement.]
PUREST PURIFIER!
"The fur that warms a monarch warmed a bear."
"Now is the Winter of our discontent
Made glorious Summer" by the furs of KNOX.
Shakespeare—Improved.
Knox, Boss, Gleigh-Robes, Saddle Overcoats, Gauntlets, Caps, Collars, Gauntlets, &c. A large and cheap assortment for sale by KNOX, the hatter, No. 212 Broadway and under the Fifth-avenue Hotel.

[Advertisement.]
"DIGESTION."—Cod Liver Oil invigorates the digestion," and improves the character of the blood. HAZARD & CASWELL'S is perfectly pure and palatable.

Steamers Sailed.

For Aspinwall, this afternoon, per steamship *Henry Chauncey*—J. G. Bell, Mrs. John W. Brown, Mrs. Harrison, Mrs. O'Donald, W. A. Bennett, and wife; W. T. Goundie, Carl Lundgrist, wife, and 2 children; John Lundgrist, Thomas Donahue, Morris Daly, J. S. Lauzer, R. G. Wight.

For Aspinwall, this afternoon, per steamship *Java*—P. H. Feeny, Alex. Brooks, J. M. Simon, B. Goldsmith, Mr. and Mrs R. N. Glover, C. G. Dennison, J. E. Hughes, Geo. Jones, Mrs. Jacobus, Miss Jacobus, Gen. Neidhart, W. A. Cranston, Lieut. Bradley O'Bellame, Capt. Blackmore, A. Darling, Major Henry Robinson, M. Lagnier, Philip Devlin, J. Sweeney, C. E. Gordon, C. A. Browning, C. M. Talcott, Wm. Ames, Miss Ames, Miss Eldridge, Miss Chandler, J. E. Whitney, Hon. and Mrs. W. T. Horrobin, Julius Heitmuller, Mrs. Campbell, Miss Campbell, C. C. Adams, Miss Bishop, James Bishop, Geo. M. Pumpelly, wife, and child; Daniel Allen, Miss Allen, Mrs. Gen. Lee and daughter, Gen. Wilcox, M. D. S. Armstrong, Dr. A. Bernard, James M. Winchester.

Steamers Arrived.

At Glasgow, Dec. 25, steamship *Anglo-Saxon*—Thos. Brown, Mrs. Hills Dillon, Mr. Humphrey, Mr. Eshman, John Davis, Geo. Welch.

MINIATURE ALMANAC—THIS DAY.
Sun rises....7:25 | Sun sets.....4:59 | Moon rises....4:23
HIGH WATER THIS DAY.
Sandy Hook 3:13 | Gov. Island 3:43 | Hell Gate.....7:23

MARINE INTELLIGENCE.

NEW-YORK.....THURSDAY, Dec. 26.

Cleared.

Steam-ships Old Dominion, Bourne, Norfolk, City Point, &c; Old Dominion steam-ship Co.; General Barnes, Mabry, Savannah; Livingston, Fox & Co.; Georgia, Holmes, Charleston, Mosely & Morgan & Co.; City of Lancaster, Sherman, Richmond; Edward Barnard, Jones, Richmond; Chesapeake, Nash, Baltimore; Kinsman Blair, Kelly, Baltimore; Wm. Lawrence, Hand, Boston; Kinkaird & Co.; Columbia, Coffin, Havana; Atlantic Mail Steamship Co.; Neptune, Baker, Boston.

Steamship Virginia, (Br.), Scott, Cornwall, &c.; J. F. Whitney & Co.; Templar, (Br.,) Ormsby, Antwerp; Jacob W. Schmidt & Co.

Brig Martha, Cassidy, Mobile; R. D. Hurlbut & Co.

Schrs. Mercer & Trevitt, Baker, Providence; H. S. Paterson & Co.; William Penn, Thompson, Charleston.

Arrived.

Brig Avenger, (of Yarmouth, N. S.) Perry, December 19 ds., with stores to G. F. Sherwood—consul to P. I. Kevins & Son.

Schr. Uncle Tom, Hunting, Jacksonville 17 ds., with lumber to Warren & Co.

Schr. Josephine, Dickens, Jacksonville 8 ds., with lumber to Warren Bay & Co.

Schr. Carrie Holmes, from Providence, in ballast, for New-York, in ashore at Hart Island, with three others, on Monday.

Schr. Friends, P. Boice, Cedar-creek, at the bay Barnegat, at this port from Port-au-Prince, for New-York, reports having put in at Hatteras; after leaving there encountered heavy weather, and was driven into the Gulf Stream in the heavy W.N.W. gales, and not being able to get to the Westward here up for the port. Lost two masts, sails, &c., and has since been repaired at the Navy-yard in relation to mistaking Fire Island for Little Egg Harbor light; was surveyed, and made by one of his crew in his absence from the vessel.

Wind—N. W. N., fresh; cold.

Miscellaneous.

The steam-ship Bremen, (Ger.,) Ludewigs, from Bremen, which arr. 25th, reports Dec. 9 in the North Sea, encountered a furious gale, in which on another Dec. 16, in lat. 50 30 N., lon. 16 W., from N. N. E., and Dec. 18, on lat. 49 30 N., lon. 27 from N. N. E., and Dec. 20, in lat. 47 10 N., lon. 37 from N. N. E., with heavy seas and high winds, the entire passage.

Foreign Ports.

HAVANA, Dec. 24, via KEY WEST, Dec. 26.—The steam-ship Morro Castle, from New-York, arr. at this port this morning.

European Marine News.

QUEENSTOWN, Dec. 25.—The Cunard line steam-ship Batavia, Capt. Billinge, from Boston Dec. 14, for Liverpool, arr. here at 5 o'clock Wednesday afternoon.

LIVERPOOL, Dec. 26.—The Guion & Co.'s line steam-ship Washington, Capt. Rouzeau, from New-York Dec. 14, arr. here early this morning.

HOLIDAY GOODS
SCHUYLER, HARTLEY & GRAHAM,
Nos. 20 and 22 John-st.
FINE GOLD JEWELRY.
CAMEOS, SCARF-RINGS, in new designs.
NEAPOLITAN CORAL, of every description.
WATCHES from the best European and American makers.
SOLID SILVER-WARE IN CASES.
LONDON, VIENNA, and PARIS FANCY GOODS.

ATTENTION!!
10 Per Cent. Reduction
FROM THE PRICES OF ALL
WINTER CLOTHING
SOLD DURING THE
HOLIDAYS.
Large Stock of Our Own Manufacture
WADE & CUMMING,
Corner of 9th-av. and 23d-st.
GRAND OPERA-HOUSE.
N. B.—THE NEW TWENTY-THIRD-STREET RAILROAD FROM NORTH TO EAST RIVER, PASSES THE DOOR, MAKING THIS MORE EASILY OF ACCESS TO RESIDENTS OF JERSEY CITY AND GREENPOINT THAN ANY OTHER IN THE CITY.

BALL, BLACK & CO.,
Prince-st. and Broadway,
Are Closing out their Entire
Stock of
DIAMONDS,
JEWELRY, and
FANCY GOODS,
FOR
The Holidays.
A Large Discount on all Goods.

THE
EUROPEAN
CHOCOLATE MANUFACTURING CO.
Are offering their superior
VANILLA CHOCOLATES
AND
BONBONS
AT VERY LOW PRICES, FOR THE HOLIDAYS.
NO. 92 BLEECKER-ST.

JAY COOKE, M'CULLOCH & CO.,
No. 41 Lombard-st., London.
FOREIGN EXCHANGE,
Commercial Credits,
Cable Transfers,
CIRCULAR LETTERS
FOR TRAVELERS,
AVAILABLE IN ALL PARTS OF THE WORLD.
JAY COOKE & CO.,
NO. 20 WALL-ST.

OPEN IN THE EVENING.
TIFFANY & CO.,
UNION-SQUARE.

THE
MERIDEN BRITANNIA CO.
MANUFACTURERS OF
THE FINEST QUALITY OF
Silver-plated
Table-ware,
NO. 550 BROADWAY, NEW-YORK.
ATTENTION IS CALLED TO THEIR WARE, AS BEING OF SUPERIOR QUALITY AND STYLE, AND MORE ECONOMICAL THAN THAT OF LOWER GRADE.
FACTORIES,
WEST MERIDEN, CONN.

C. G. GUNTHER'S SONS,
502-504 BROADWAY
—ONLY.—
OFFER FOR THE HOLIDAYS A BEAUTIFUL STOCK OF
FANCY FURS,
COMPRISING
FISHER SKIN, SABLE TAIL, BLACK FOX, SILVER FOX, BLUE FOX, WHITE FOX, BLACK LYNX, BLACK MARTIN, CHINCHILLA, BLACK MONKEY,
All at the Lowest Possible Prices.
Nos. 502-504 Broadway.
N. B.—OUR BUSINESS IN ALL THE DEPARTMENTS, WHOLESALE AND RETAIL, IS ONLY AT NOS. 502-504 BROADWAY.

C. G. GUNTHER & CO.,
UNION-SQUARE,
Will keep their establishment open until 8 o'clock every evening up to the 1st of January.

FURS
OF EVERY DESCRIPTION AND ENDLESS VARIETY OF STYLES AND SHAPES.
PRICES by each firm, GUARANTEED.
C. GODFREY GUNTHER,
CHRISTIAN C. GUNTHER,
NATHANIEL S. HAYCOCK,
Late of No. 46 Maiden-Lane and Nos. 502 and 504 Broadway,
Now Union-Square Only.

STEINWAY
Grand, Square and Upright Pianos.
First of the Grand Gold Medals of Honor, Warsaw Fair, Paris, 1867—London, 1862.
The most perfectly arranged and the largest Piano Manufactory in the world.
One Piano Every Working Hour.
Ten Pianos Every Day.
Every Piano Warranted for Five Years.
Illustrated Catalogues Sent Free on Application.
Old Pianos taken in exchange, and a liberal allowance made for them. Second-hand Square and Upright Pianos, also those of other makers, constantly on hand, and for sale cheap.
STEINWAY & SONS, Warerooms,
STEINWAY HALL,
Nos. 109 & 111 East 14th-st., N. Y.

HOLIDAY GOODS.
BAWO & DOTTER,
Nos. 32 and 34 Barclay-st.
French China Dinner and Tea Sets,
CLOCKS, BRONZES,
FANCY GOODS
IN
CHINA AND GLASSWARE.

WEBER
PIANO-FORTES.
Pronounced by the First Musical Talent, Contrasted, the Finest in the
BEST PIANOS MADE.
Prices as reasonable, and terms as easy, as consistent with thorough workmanship.
WAREROOMS,
FIFTH-AVENUE,
CORNER OF 16TH-ST., NEW